Vol. XXXIX No. 6 TWO SHILLINGS June 1963

MOTOR SPORT

FOUNDED IN THE YEAR NINETEEN TWENTY-FOUR





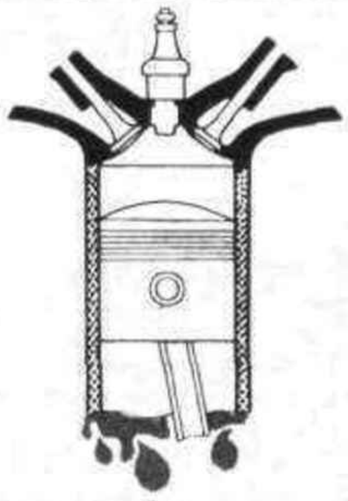
Yes, it goes better – HERE'S WHY!

Here's why—Filtrate Plus... the finest base oil plus *dag* colloidal graphite—microscopically fine particles in perfect suspension!
Right? Then fill up with Filtrate Plus —10/30, 20/40, 30/50 or 2-stroke grades—and see what happens.
First, during a . . .

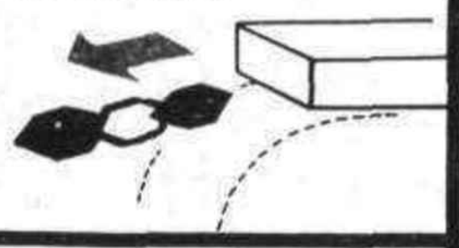




COLD START!
oil has long since drained from cylinder walls . . . pistons are running dry in bores (that's how most bore wear happens).
But wait! Graphite protection is still there. The engine fires. Pistons move. But instead of dry metal rubbing against dry metal, graphite intervenes. Yet more 'cards' are dealt from the multitude of graphite decks . . .

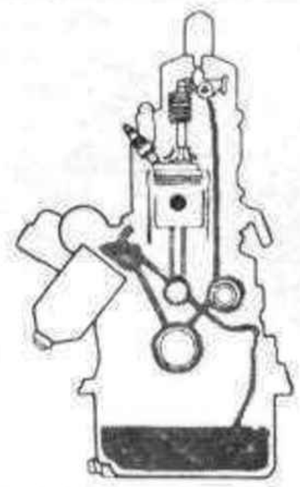


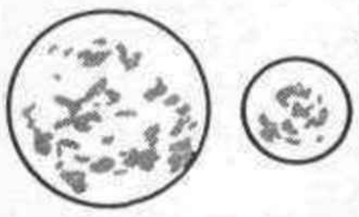
For graphite consists of plate upon plate—all slippery: all perfect dry lubricants: and good oil-spreaders too—so much the better when the oil gets there!



But that was only the start.

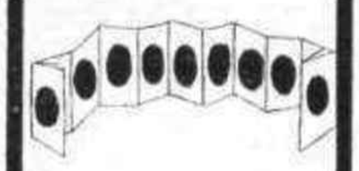
Filtrate Plus is always on duty. The graphite gets everywhere, on every moving part . . .

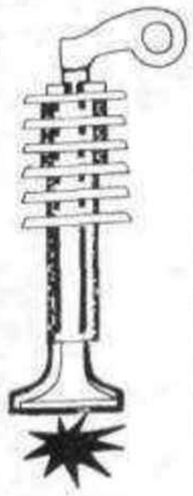




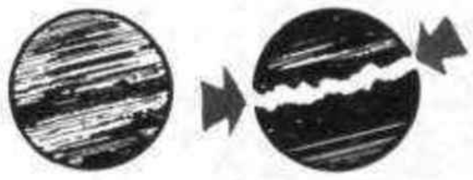
After all—what's to stop it?
Certainly not the oilways or jets—armies of particles could march abreast through them.

In fact, the particles can penetrate 26 thicknesses of S & S 597 filter paper!





But suppose the particles "ganged up"—formed sludge? Impossible! Although graphite sticks firmly to metal, it won't stick to itself. Particle repels particle. Even in a worn, 'oily' engine, graphite can only do good—by lubricating oil-starved areas —taking hammer blows on slack bearings—silencing and smoothing every working operation!



While on new or reconditioned engines... Well, it's significant that so many great automotive firms use graphite for assembly and running in. Laboratory tests, fleet owners, racing stables, enthusiasts—all agree about graphite. They'll all tell you that Filtrate Plus still protects when the oil film is disrupted —or burnt away—or even missing!

IT COMES DOWN TO THIS:
Filtrate Plus is the ideal engine lubricant—a superb base oil plus colloidal graphite. We promise you

- ✓ LESS friction—LESS heat—LESS wear
- ✓ MORE efficiency—MORE performance—MORE acceleration
- ✓ HIGHER top speed
- ✓ LOWER fuel consumption
- ✓ EASIER starting—QUIETER running
- ✓ MINIMUM carbon formation
- ✓ MAXIMUM protection against oil failure

Filtrate Plus can't do harm—must do good!

'FILTRATE' PLUS dag*

COLLOIDAL GRAPHITE

*Registered users—Edward Joy & Sons Ltd.

NOW write to us for the inside story on FILTRATE PLUS—and FILTRATE COLLOIDAL GRAPHITE COMPOUND (just add it to your oil to get the Filtrate Plus treatment!) Filtrate products can be supplied by most Halfords branches, garages and dealers.

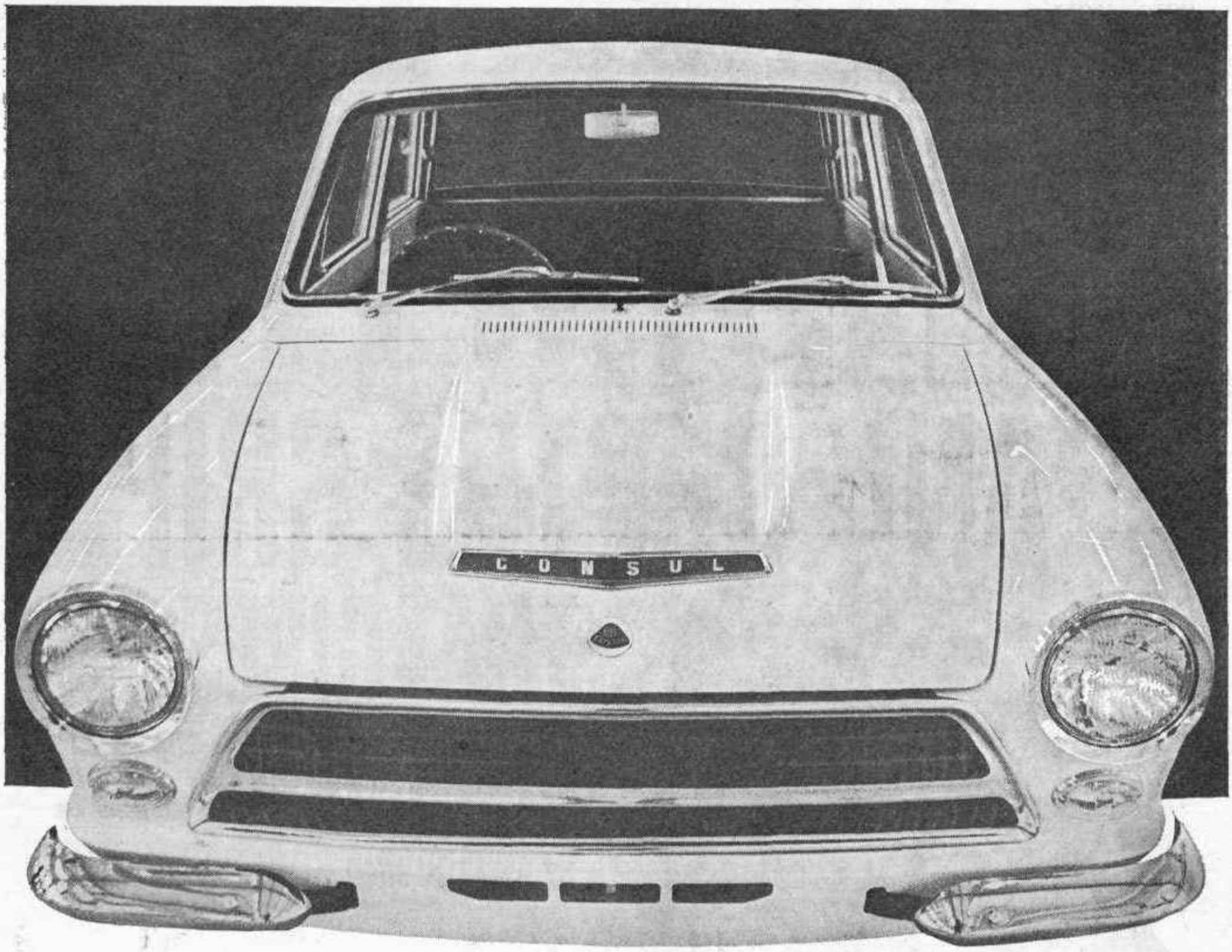
Send me the Filtrate facts for my.....make/model

Name.....

Address.....

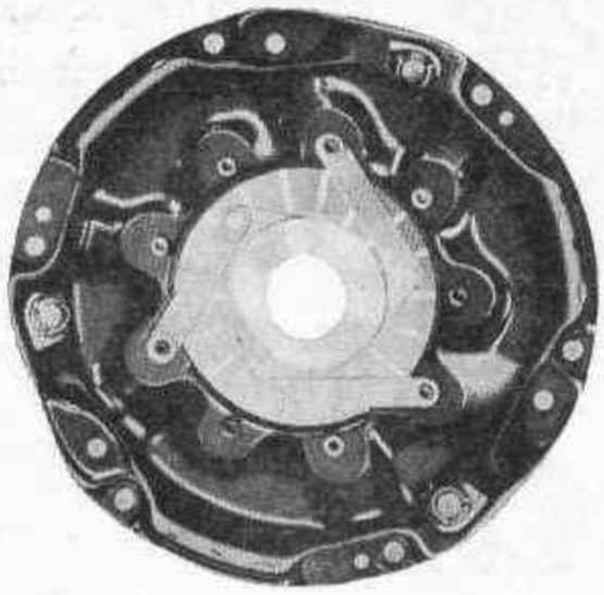
.....MS3

FILTRATE WORKS · Kidacre Street · Leeds 10 (Manufacturers of the nationally distributed range of 'FILTRATE' Motor Oils and Grease).



Why more and more manufacturers choose the new Borg & Beck diaphragm spring clutch

- It is an aid to better, easier driving.
- Needs less pedal pressure than a conventional clutch.
- Provides improved performance in less space.
- Specially suited to modern high speed engines.
- Strap drive plus diaphragm spring construction ensures freedom from wear and maintenance of precise balance.
- Has undergone long and exhaustive proving programme.



Since its introduction in 1962 the Borg & Beck diaphragm spring clutch has been chosen for a number of production cars already announced. Now it is chosen for the Consul Cortina Sports Special developed by Lotus and the Lotus 'Elan'. (It was also used in every British Formula One racing car in 1962). A clutch that answers today's dominant clutch problem—that copes with greater engine speed and torque and, at the same time, achieves considerable refinement in technique.

BORG & BECK*
DIAPHRAGM SPRING CLUTCHES

* REGD. TRADE MARK

AUTOMOTIVE PRODUCTS GROUP Makers of Borg & Beck clutches, Lockheed brakes and hydraulic equipment, Purolator filters, Thompson steering joints—and components for aircraft, ships and industrial applications. Borg & Beck Co. Ltd., Leamington Spa, Warwickshire.

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IN ANY DRIVING SITUATION



ALREADY MORE THAN A MILLION motorists are experiencing the entirely new sense of safety provided by the Dunlop Gold Seal C41. They actually *feel* the 'road-hug' tread gripping—and holding—on bends and corners, and when braking or accelerating. Wet-hold, too, is fantastic.

The special safety shoulder makes steering 'snatch' or wheel-wander caused by raised white lines and similar irregularities a thing of the past. Insist on the C41 when *you* need new tyres: it is the safest and longest-wearing standard tyre—ever!

Sizes for the majority of modern cars and light vans—and remember C41 tyres cost no more than ordinary tyres.

GET THE **DUNLOP** GOLD SEAL **C41**

FOR TOP SAFETY—TOP MILEAGE

CBH/HS3/107A

BLUEMELS

Bluemel Bros have added to their famous range of number plates, a new style 3⅛" panelled pattern character that is not only clean and modern in design, but also complies with the amended M-o-T regulations that enable some local authorities to use seven-unit numbers. These new characters can also be used for standard six- unit numbers.
Insist on Bluemel's number plates.

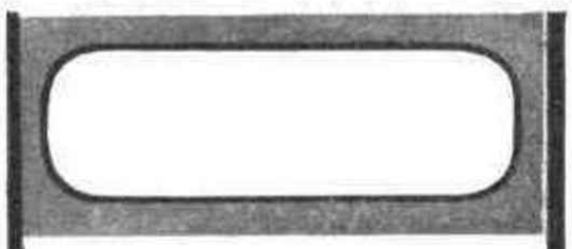
The world's finest number plates

OPAL WHITE SILVER

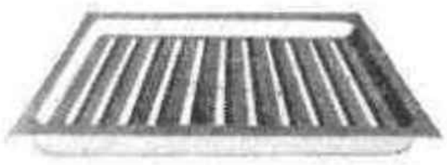
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BLUEMEL'S SAFETY BELTS
Strongest washable Terylene lap and diagonal — two point floor fixing — quick release buckle — Also full-harness for children up to 9 years of age — Play safe with Bluemels.





ANTI-CONDENSATION PANEL
Large size, pressure adhesive plastic panel. Flexible to conform to curved contours of rear window.



PLASTIC DRIP TRAY
Strong flexible material, light to handle, easily cleaned size 26½" x 23½" white, blue, green or grey.



LEARNER PLATES
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and ideal for the driver

fully protected against ultra-violet and infra-red rays. That is motoring with ZEISS UMBRAL sunglasses. Their soothing sherry tint preserves the natural colour values - an important point to the motorist - and they cause no disturbing effects in the windscreen. ZEISS UMBRAL lenses are also available to your prescription. They can now be bloomed with the famous Zeiss T-coating to prevent reflections and they always retain an even tint throughout the lens. From qualified opticians only.
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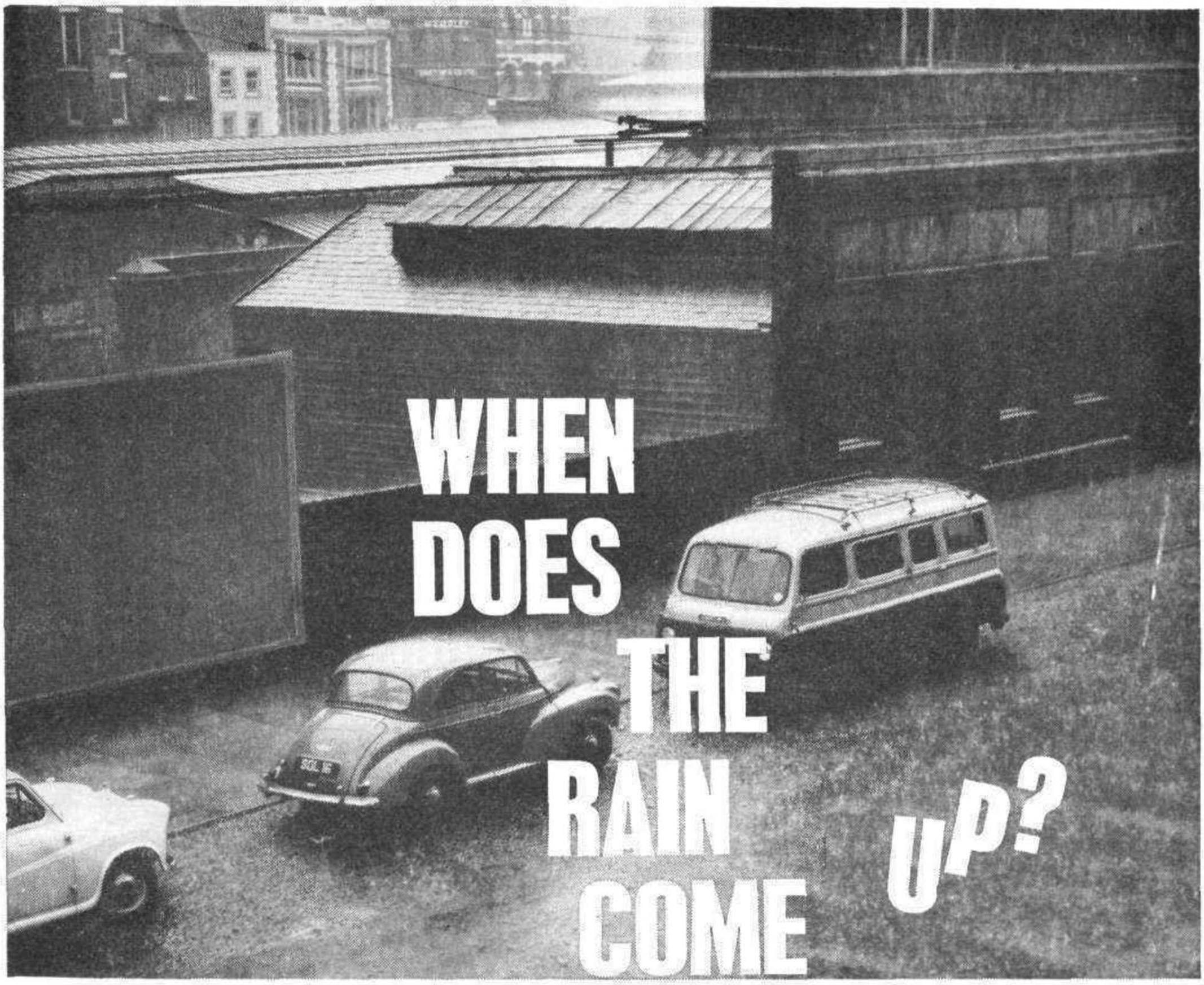
Murmuride is also available in uncut rolls 1 yard x 54 ins. including one half pint tin of adhesive . . . for only 30/-.

AVAILABLE FOR THE FOLLOWING RANGE OF CARS:—

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M/B/1	B.M.C. FARINA RANGE · AUSTIN A.55 AND A.60 · MORRIS OXFORD 1958-62 · M.G. MAGNETTE MK III AND IV · RILEY 4/68 AND 4/72 WOLSELEY 15/60 AND 16/60	97/6	
M/C/1	FORD CONSUL MK II AND 375		97/6
M/D/1	FORD ANGLIA AND PREFECT 1954-59 · FORD POPULAR 1961-62		69/6
M/E/1	MORRIS MINOR 1000		74/-
M/F/1	FORD NEW ANGLIA 1961-62		97/6
M/G/1	MORRIS 1100 AND M.G. 1100		97/6

MASCO MURMURIDE DO-IT-YOURSELF SUPER SOUND-PROOFING KIT

See the Murmuride kit now, available from your garage and accessory shop and through Halfords branches, or write for the Murmuride leaflet to the Distributors: Bradville Ltd., Bradex House, Boston Parade, London, W.7. Masco Murmuride is manufactured by Mitchells, Ashworth, Stansfield & Co. Ltd. (Makers of the famous Masco Safety Belts).



Under conditions like this. And it comes up hard, bringing with it damaging abrasive grit, sludgy filth, with a saturating wetness that seeps into every crevice of your car. And such deposits leave their mark. Permanently. Increasing the need for under-body repairs.

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Spray applied by selected garages throughout the country. Flintkote Under-Body Coating is specially formulated to provide a thick, tough, flexible skin, permanently sealing joints and protecting floor panels and chassis members. It cushions against impact, improves sound comfort and ensures a higher re-sale value. Ask any Flintkote user.

THE FLINTKOTE COMPANY LIMITED
ADAM HOUSE, ONE FITZROY SQUARE, LONDON, W.1.

A WORD OF WARNING.

There are several underbody protective compounds available today. Some good — some not so good. Underbody protection calls for something more than a thin film of anti-rust. It needs a rugged resilient impact resistant, protective coat by pressure spray application. Get real value for your money — Specify FLINTKOTE.

FLINTKOTE **FLINTKOTE**
UNDERBODY PROTECTION

TO THE FLINTKOTE COMPANY LIMITED
ADAM HOUSE, 1 FITZROY SQUARE, LONDON, W.1.
Please send me details and the name of my nearest applicator.
NAME .....
ADDRESS .....
.....
MAKE OF CAR, MODEL AND YEAR
..... M.S.J.

F.44

1923 AND 1963





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Beautifully repainted with *one* coat of

VALSPAR



Photograph by courtesy of the Ecurie Stretton

This Rochdale Ford was brush-painted with only one coat of Valspar 2-4 Hour Super Gloss. The finish is immaculate; smooth, glossy and without a hint of a brushmark. Valspar is the perfect paint for cars old or new.

Note for keen motorists—for the brightest shine, use Valspar Car Polish—it cleans as it polishes, without effort.



For information on car or caravan repainting write to;
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She's watching the sail. Alert to the breeze's slightest change. It's the same with a car. Tyre pressures. They need watching too. Check them regularly. It's so easy. Schrader valves. Schrader gauge. With a car, as with a sailing boat, it's performance depends on air.

Thank your lucky tyres for **Schrader Valves**

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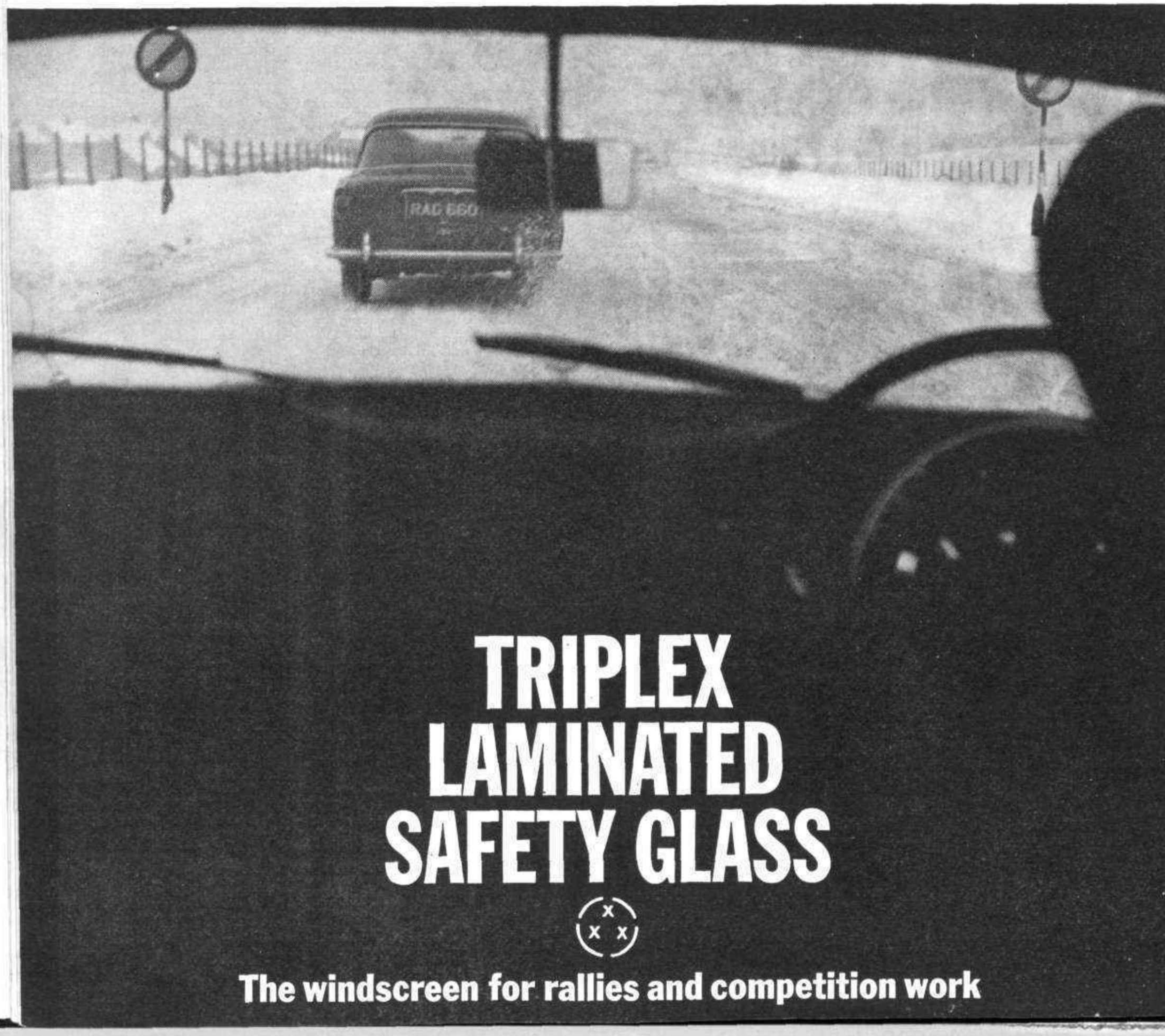
Throughout the world tyre and motor manufacturers are supported by Schrader factories producing tyre valves all standard original equipment. From these factories in the U.S.A.; in England; in France; in Canada; in Brazil; in Australia; in Mexico — and soon in India — Schrader is producing or distributing not only tyre valves and accessories, such as tyre pressure gauges and spark plug air pumps, but also special purpose valves as well as a wide range of industrial pneumatic components for factory automation.

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TRIPLEX LAMINATED SAFETY GLASS

The windscreen for rallies and competition work

VOL. XXXIX No. 6 **A FINE COVENTRY-BUILT CAR—See pages 398, 399 & 400** JUNE 1963

MOTOR SPORT

INCORPORATING **SPEED** AND THE BROOKLANDS GAZETTE

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15-17, CITY ROAD, LONDON, E.C.1

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PUBLICATION DATE FIRST OF THE MONTH **THIRTY-NINTH YEAR OF PUBLICATION**

MATTERS OF MOMENT

Wider use of
disqualification
for Traffic Offences from 29th May 1963

The writer went into a post office recently to buy a stamp, in a happy frame of mind. He came out a Very Angry Motorist. For on the counter was a leaflet bearing the pronouncement shown above, the worst piece of anti-motoring propaganda Marples has yet devised.

For this leaflet not only told in large black letters of wider use of DISQUALIFICATION, but told the morbid tale of nearly 7,000 killed on our roads every year, another 350,000 injured, while omitting to inform the public who will read this leaflet that inadequate roads are the major cause of this tragic record, that motorists have paid hundreds of times over for better roads that were never built because the Road Fund has been continually raided by successive governments, yet the accident rate in terms of vehicle miles run shows a creditable decrease.

This leaflet, issued by the M.o.T., lists six offences which, three days ago, became offences bringing automatic disqualification for at least a year and 20 more for which a driver can be disqualified at the discretion of the Court. These latter offences range from a first offence for dangerous driving, careless driving and contravention of any speed-limit, to minor technical offences which even the most careful and conscientious driver is apt to commit from time to time, and include stealing a motor vehicle! Automatic disqualification follows three convictions in three years—*in other words, even the least accident-prone drivers are unlikely to have their licences in* 1966 *unless a reasonable modicum of luck is with them!*

This is Ernest Marples' spring-gift to the luckless motorist—and the new Act, which also maliciously puts up fines for most road offences from £20 to £50, is a very serious affair for those to whom a licence is essential to their livelihood, and that includes professional racing drivers. Drivers of Public Service and commercial vehicles will surely consult their Unions about the "three-in-three-years" clause? Private motorists need a strong organisation to look after their interests. We are astonished at the complacency of the R.A.C. and A.A. and most of the motor journals. Their attitude is that if you drive properly all will be well, although the Standing Joint Committee of the R.A.C., A.A. and R.S.A.C. feels that May 29th was too soon to introduce the new laws and that a review of speed limits should have been completed first. They point out that disqualification for 20 of the 26 offences is at the discretion of the magistrates—a fat lot of help that will be, in a county where a driver who helped a blind man cross a road, inadvertently leaving his car between a crossing and its studs, *which were obscured by snow*, was fined £5 (*News of the World*, March 24th), a driver who splashed two pedestrians paid £3 and £7 7s. costs (*Daily Express*, April 1st), etc., etc., but in which Dr. Beeching, who used a car without a licence, was let off with a "compromise penalty" of £1 (*The People*, April 21st).

This time Marples has gone too far, as Robert Glenton, a staunch liberal, proclaimed in the *Sunday Express* on May 5th. Marples has a tough task, granted. It is exceedingly difficult to present the motorists' case to the lay-public, who see any call for leniency and understanding as an excuse to condone "speeding and slaughter." The first six "disqualification clauses" are fair, providing casual witnesses and ignorant police and magistrates do not regard as dangerous driving, manoeuvres which are safe and entirely permissible when performed by skilled, experienced drivers. But the remaining 20 include offences any driver in modern traffic on our inadequate roads can commit so easily that disqualification is altogether too harsh for a first offence, or for three of the more trivial offences in three years.

It may be that, faced with closure of many railway services, Marples hopes

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Front Cover Picture: WINNING PORSCHE in the Targa Florio.—In the closest Targa Florio in history J. Bonnier/C. M. Abate in the 2-litre Porsche G.P. prototype won at an average speed of 103.908 k.p.h. The picture shows Abate on the uphill section towards the village of Cerda.

Motoring Sport Events for June

★ **Only clubs whose secretaries furnished the necessary information prior to the 15th of the preceding month are included in this list** ★

R. = Restricted Event. C. = Closed Event. C.I. = Closed Invitation Event. N.B. = National British. N.O. = National Open. INT = International Event.

DATE	CLUB	RENDEZVOUS	NEAREST PROMINENT TOWN	CATEGORY	TIME
June 1st ..	B.R. & S.C.C.(N.)	Rufforth	Louth	Race Meeting (*C.*)	2.00 p.m.
June 2nd ..	B.R. & S.C.C.	Mallory Park	Hinckley, Leics	Race Meeting (*N.B.*)	2.30 p.m.
June 2nd ..	Romford E.C.C.	Snetterton	Thetford	Sprint (*R.*)	2.30 p.m.
June 2nd ..	Airedale & Pennine M.C. ..	Baitings Dam	Ripponden	Hill-Climb (*R.*)	1.00 p.m.
June 2nd ..	Bugatti O.C.	Prescott	Cheltenham	Hill-Climb (*C.*)	11.00 a.m.
June 2nd ..	Riley M.C.	Hemerdon	Plympton, Devon	Hill-Climb (*C.*)	*
June 3rd ..	**B.A.R.C.**	**Crystal Palace**	**London, S.E.**	**Race Meeting** (*INT.*)	1.30 p.m.
June 3rd ..	Notts S.C.C.	Silverstone	Towcester	Race Meeting (*N.O.*)	1.30 p.m.
June 3rd ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*N.B.*)	1.30 p.m.
June 3rd ..	Snetterton M.R.C.	Snetterton	Thetford	Race Meeting (*R.*)	2.00 p.m.
June 3rd ..	S. Wales A.C.	Castel Farm	Llangynwydd	Hill-Climb (*C.*)	2.30 p.m.
June 3rd ..	W. of England M.C.	Wiscombe Park	Honiton	Hill-Climb (*C.*)	*
June 3rd ..	Hagley & Dist. L.C.C. ..	Inkberrow	Redditch	Autocross (*R.*)	1.00 p.m.
June 3rd ..	750 M.C.	Gretna	Carlisle	Production Trial (*C.*)	1.30 p.m.
June 3rd ..	Caerns & Anglesey M.C. ..	New School	Amlwch	Driving Tests (*C.*)	2.00 p.m.
June 3rd/7th	**R. Scottish A.C.**	**Blythswood Square**	**Glasgow**	**Scottish Rally** (*INT.*)	8.00 a.m.
June 5th ..	Armagh M.C.	Meghaberry Airstrip	Lisburn	Driving Tests (*C.*)	7.00 p.m.
June 8th ..	Eight Clubs	Silverstone	Towcester	Race Meeting (*C.*)	11.30 a.m.
June 8th ..	B.A.R.C.	Aintree	Liverpool	Race Meeting (*C.*)	2.00 p.m.
June 8th ..	Scottish S.C.C.	B.M.C. Factory	Bathgate	Driving Tests (*R.*)	2.30 p.m.
June 8/9th ..	N.L.E.C.C.	Berkhamsted area	Berkhamsted	Jacobean Rally (*R.*)	10.01 p.m.
June 9th ..	**R.A.C. de Belgique** ..	**Spa**	**Franchorchamps**	**Belgium G.P.** (*INT.*)	—
June 9th ..	Midland A.C.	Shelsley Walsh	Worcester	Hill-Climb (*N.O.*)†	1.00 p.m.
June 9th ..	R.-R. M.C. (Scottish) ..	*Rest-and-Be-Thankful*	Arrochar, Argyl	Hill-Climb (*C.*)	1.30 p.m.
June 9th ..	Thames Estuary A.C. ..	Brands Hatch	Farningham	Sprint (*R.*)	*
June 9th ..	Vickers (Weybridge) M.C. ..	Eelmoor Plain	Aldershot	Sprint (*C.*)	10.30 a.m.
June 9th ..	London M.C.	Brentford Market	Chiswick	Driving Tests (*N.B.*)	10.00 a.m.
June 9th ..	Guildford M.C.	Malta Barracks	Aldershot	Driving Tests (*C.*)	11.00 a.m.
June 9th ..	Rover Sports Register ..	Blenheim Palace	Woodstock	*Concours d'Elegance*	11.00 a.m.
June 9th ..	Southsea M.C.	Southsea Castle Field	Portsmouth	*Concours d'Elegance*	3.00 p.m.
June 11/16th	**R. Swedish A.C.**	**Karlberg Castle**	**Stockholm**	**Midnight Sun Rally** (*INT.*)	—
June 15th ..	B.R. & S.C.C. (N.W.) ..	Oulton Park	Tarporley	Race Meeting (*R.*)	2.00 p.m.
June 15th ..	S.U.N.B.A.C.	Church Lawford	Rugby	Sprint (*R.*)	*
June 15/16th	**A.S. de l'A.C. de l'Ouest** ..	**Le Mans**	**Sarthe**	**Le Mans 24-Hour Race** (*INT.*)	4.00 p.m.
June 16th ..	Mid-Surrey A.C	Brands Hatch	Farningham	Sprint (*R.*)	1.00 p.m.
June 16th ..	Shenstone & Dist. C.C. ..	Curborough	Lichfield	Sprint (*C.*)	10.00 a.m.
June 16th ..	W. Essex C.C.	Skinners Farm	Abridge	Autocross (*R.*)	2.30 p.m.
June 16th ..	Mini Se7en Club	Orsett Army Camp (A.13/128)	Orsett	Driving Tests (*C.*)	*
June 16th ..	Liverpool M.C.	Thurstaston	Wirral	Autocross (*C.*)	1.00 p.m.
June 22nd ..	Lothian C.C.	Bo'ness	Edinburgh	Hill-Climb (*N.O.*)†	2.00 p.m.
June 22nd ..	Midlands M.E.C.	Silverstone	Towcester	Race Meeting (*R.*)	1.00 p.m.
June 22nd ..	B.A.R.C.	Goodwood	Chichester	Race Meeting (*C.*)	2.00 p.m.
June 22nd ..	V.S.C.C.	Oulton Park	Tarporley	Richard Seaman Race M'ting (*C.*)	1.00 p.m.
June 22nd ..	B.R. & S.C.C.	Castle Coombe	Chippenham	Sprint (*R.*)	2.00 p.m.
June 22nd/23rd	2300 Club	Whitefriars Service Station	Settle	Mullard Trophy Rally (*R.*)	11.00 p.m.
June 23rd ..	Newcastle & Dist. M.C. ..	Ouston	Newcastle	Race Meeting (*R.*)	1.00 p.m.
June 23rd ..	Notts S.C.C.	Mallory Park	Hinckley, Leics	Race Meeting (*R.*)	1.30 p.m.
June 23rd ..	B.R. & S.C.C. (N.)	Cadwell Park	Louth	Race Meeting (*C.*)	2.00 p.m.
June 23rd ..	Evesham A.C.	Long Marston	Stratford-on-Avon	Sprint (*N.B.*)	2.00 p.m.
June 23rd ..	Lagonda/A.C. O.C.	Brands Hatch	Farningham	Sprint (*C.*)	12.30 p.m
June 23rd ..	Singer O.C.	Longmoor Camp	Liphook	Driving Tests (*R.*)	10.00 a.m.
June 23rd ..	Herts C.A.A.C.	N. Weald	Epping	Driving Tests (*R.*)	10.00 a.m.
June 23rd ..	VW O.C.	Municipal College	Southend-on-Sea	Driving Tests (*C.*)	2.00 p.m.
June 29th ..	R. Scottish A.C.	Rest-and-Be-Thankful	Arrochar, Argyl	Hill-Climb (*N.B.*)†	2.30 p.m.
June 29/30th	Sevenoaks & Dist. M.C. ..	Whitecross Road	Hereford	Kent Rally (*R.*)	9.31 p.m.
June 30th ..	**A.S. de l'A.C. de France** ..	**Reims**	**Reims**	**French G.P.** (*INT.*)	—
June 30th ..	750 M.C./C. Lotus/Racing C.C.	Brands Hatch	Farningham	Race Meeting (*C.*)	1.30 p.m.
June 30th ..	Birmingham Univ. M.C. ..	Church Lawford	Rugby	Sprint (*R.*)	2.00 p.m.
June 30th ..	Caldervale M.C.	Baitings Dam	Ripponden	Hill-Climb (*C.*)	1.30 p.m.

* At the time of going to press the time of start had not been ascertained; however, we would suggest 12 noon in each case.
† Qualifying events for the R.A.C. British Hill-Climb Championship.

MATTERS OF MOMENT—continued from previous page

to rid the roads of private motorists, thus making room for his new outsize lorries. Certainly the M.o.T. leaflet referred to cannot fail to put drivers in bad odour with the public and encourage police and magistrates to deal more harshly with motorists than ever before, at exorbitant cost to the Nation in time and paper work. It is high time pleasure motorists, professional drivers and their families took action to protect their interests. What can they do? Glenton, in his fighting attack on Marples, slated the apathy of the A.A. and R.A.C., who are content to accept your subscription and sit back and do nothing. He advocated writing at once to your M.P. (We did this, but to date, 14 days later, no reply has been received from our conservatively-minded **Morris**-owning Parliamentary representative!) Perhaps drivers of all political parties would be advised to refrain from voting at the next General Election, stating when asked to do so: "No, we are persecuted motorists." Unless it gives Marples the push instead of a Peerage, the Conservative Party may soon find itself out of power.

Let it be remembered that no country can properly control its affairs when an appreciable proportion of its population regards the police as its enemy and its laws as antiquated, vicious and unfair. Let Conservative M.P.s count the motoring families of Britain, and the astronomical sums they contribute in taxation. Let them do this with a copy of the pernicious DISQUALIFICATION leaflet in their hand.

Then let them ask the question: Are these new penalties fair to the average decent law-abiding, heavily-taxed driver? Ask yourself a question: What are the chances of escaping disqualification and heavy fines from now on, no matter how well and carefully you drive? If the answer seems unsatisfactory, if your motoring future somehow, since May 29th, has seemed unhappily insecure, read the important announcement on page 443.

We say, no penalty is too severe for habitually dangerous drivers, drunk and drugged drivers and car thieves. But we also say, fight for a square deal for the majority of decent drivers and road-users, who can all too easily break at least ten of the new disqualification clauses Part B, 1-20, without being careless, let alone criminal. This time let us show Marples, whose bright ideas do not seem to reduce accidents, that he has gone too far. . . .

Continued on page 443

CONTINENTAL NOTES

DURING the past twelve months I have often been asked "How is Stirling Moss and will he ever race again?" and while some of the inquirers were asking because it was fashionable to do so, and Moss was news, there were a great many people all over Europe who were very sincere. They varied from people who knew Moss, such as the mechanics at Maserati, to those who had never met him but admired him from the public enclosures, such as a small group of Belgian enthusiasts who asked me to pass on their best wishes for a speedy recovery. All over Europe I met people who were genuinely concerned about the racing future of Stirling Moss, and I always replied, with my fingers crossed, "I hope he will race again." After a time I changed it to "When he races again," but as time went by I was forced to say "If he races again" and now, as we all know, I must say "He'll never race again." With the official announcement of his retirement, following some practice laps with a Lotus 19, motor racing has not only lost one of its greatest drivers but has lost a standard at which all competitors used to aim. The greatest attribute that Moss had was that he never had an "off day"; he was always in cracking form and providing the car was right it was he who set the standard the moment he began to practise. One could write a book about Moss and his ability as a driver, in any type of car, on any type of circuit, and no doubt many people will, some qualified and some unqualified, but he will always be remembered for the way he never failed to have a go. Some people have referred to Moss as "the maestro" but to me he could never be that, for he never grew up, he was always youthful and "maestro" implies age, skill, wisdom and ability. Moss had most of the qualities and vast experience but somehow he never developed the personal character or bearing of a true "maestro" such as Fangio. In 1955 when I first met the late Mackay-Fraser in Lisbon we spent an evening with Moss, and it was the usual high-pressure animated evening, with Moss untiring until about 2 a.m., when he then closed up instantly and was gone to bed, whereas Mac and I were happy to drift on for another hour and slowy unwind over a last drink or two. During that time Mac referred to Moss as "Golden Boy" and I always felt that the title was very apt. He was not the equal of Fangio, he was young enough to have been Fangio's son, yet he was head and shoulders above the rest of his contemporaries. For me Fangio was the true "maestro" but Stirling Moss will always remain "The Golden Boy." We have now had over twelve months of racing since his last race, when he crashed, and already his absence from the starting grids is accepted, but it will not be forgotten for as new drivers make new records or perform outstanding feats, those of us who saw Moss at his best, which was most of the time, will compare the new with the old, to keep our sense of proportion. I write this on the eve of the 1,000-kilometres race at Nurburgring, a race in which Moss did the seemingly impossible two years running with an Aston Martin when he had inferior co-drivers, and made it a hat-trick on the third occasion when he was ably supported by Gurney. The Nurburgring also saw one of his greatest triumphs when he won the German G.P. with an obsolete Lotus-Climax, beating the entire Ferrari team by sheer driving skill, but as I said before, one could write a book. He has been forced to retire from racing for the reasons that many drivers have retired in the past: his vision is defective, his judgment weakened, his concentration no longer consistent, his reflexes no longer razor sharp and his skill and dexterity not as it used to be. All these things usually overtake a man as age creeps on, perhaps at 45, maybe at 55, but not at 33. In one fleeting moment Stirling Moss became an old man, as regards the requirements of a top-flight Grand Prix driver, in an accident in a "piddlin" little race that was not much more than a club affair or grass-track meeting, which to me is the greatest pity of the whole affair.

* * *

Another question I am frequently asked is, "Will the Mille Miglia ever happen again as an open-road race?" In other words will it ever restart where it left off in 1957. I used to hope it would, being ever optimistic, but now I am sure that it will never be revived in its old form, for many reasons. The volume of traffic on Italian roads during the past four years has increased to an unbelievable quantity, the whole of Italy north of Rome has become obsessed with American ideas of road safety and traffic problems, there is no place for freedom and skill in motoring in Italy today, and these things would preclude all possibility of doing any practice for a Mille Miglia as we knew it. Just recently I had occasion to drive over two-thirds of the old route and when I recalled that in 1955 Moss averaged 87 m.p.h. for the 350 miles from Brescia to Pescara during one of our practice runs in a 300SLR during the morning amid everyday traffic and including stopping for the odd traffic light here and there, it made me realise how conditions have changed since then. In passing, it is worth noting that our average for that stretch during the race, on empty roads, was 118 m.p.h., and Taruffi was even faster. Today it is quite an achievement to reach a maximum of 87 m.p.h. on that leg of the circuit, so dense is the traffic. While it is nice that we live in a world of plenty where every peasant can buy a Fiat 500 on hire-purchase, and many people are making fortunes out of the lorry business and transport, it has spoilt the fun for the few. Driving down that Adriatic coast road I wondered how many fines we would incur today if we were in a 300SLR or 4.5-litre Maserati, trying to do race practice. Epochs and eras come and go, and the era of Mille Miglia is gone, never to return, but I am happy to have been lucky enough to get in on the end of that era, and to have enjoyed it to the full. In the same way I was happy to have been in on the end of the era of rough and tough motorcycle road racing in Europe during the years 1948-52, for I often drive round some of the old circuits that are no longer used and the mind boggles at the thought of the racing at that time. Such a circuit was in a small German town that was so narrow at one point where it went through the village high street on a cobbled surface that we were told "no overtaking with sidecars"; it was a needless rule as there just was not enough width for two sidecars. And some of the tree-lined straights on French circuits have to be seen to be believed. If you suggested racing there today I am sure you would get "protest committees" from riders and drivers. Those were days of an epoch that is finished and today we are in the middle of another era and I know that in 1975 I shall be thinking that 1955-65 were fine years, but different. It is not that things today are not as good as yesterday, for mostly they are better, but by many counts they are different, which is why next year will always be better than this year, or at any rate there is a good chance of it being that way. The ideal would be to combine the best of all years, such as doing the old Mille Miglia in a car like the new Lola V8 Coupé GT, but with a 4½-litre V8 Maserati engine in it. That would be some car and quite an experience. Dreams can often be better than the real thing!

* * *

Calling in at Monza recently to talk to Mr. Bacciagalupi, the track manager, I was amazed to find that the whole line of two-storey concrete pits had been razed to the ground and work was proceeding on a line of new pits situated farther back from the track itself, and the plan is to have the pit area on a separate by-pass road, as at Goodwood, but instead of a few roughly made structures of scaffold pole and corrugated iron sheet, the Monza pits will be two-storey concrete affairs with a race-control tower at one end. Between the pits and the track will be a grass island with a retaining wall and mechanics will be able to signal from this island, so there should be no more nonsense of dim-witted police trying to stop mechanics giving pit signals. If all goes well the work should be finished in time for the Italian G.P. in September.

* * *

At the time of writing these notes the latest stir in the racing world is the business of Ford (America) buying Ferrari and for the moment I am a bit nonplussed about the matter. It has been obvious for some time that Ford are up to something pretty big as regards competitions and racing but to buy Ferrari just like that for a sum of money that sounds to be more than normal people can contemplate, is something that leaves me with a face like a question mark. I gather that the sale only affects GT and 2+2 production at the moment, and that the racing department will carry on separately, presumably spending the millions that Ferrari got from Ford. While a T-model Ferrari may not be so nicely made as a true Ferrari 250GTO, it may mean that we can all have one. I await developments with interest.

* * *

Finally, a word of warning. A number of race organisers in England, including one well-known by its initials, have recently been doing high-pressure advertising that so-and-so will be racing a such-and-such, even when it is known that the car and driver concerned are entered elsewhere. Two bad examples were at Easter when Clark and Team Lotus were entered at Pau, and Surtees and Ferrari were not ready and had no intention of entering anywhere. Both were billed to appear in England and the first that Surtees knew about it was when it was printed in the weekly papers. This sort of thing is very near to fraud and is certainly bad form, and whoever is responsible should "watch it" or the paying customers will not come back. Be it the responsibility of organisers, advertising agents, pressmen or P.R.O.s, it should stop.—D. S. J.

A.D.A.C. 1000 Kilometres, Nurburgring

A Race of Incidents

ADENAU, *May 19th*

WHAT the 1,000-kilometre race entry lacked in quality this year it made up in quantity, for 92 cars were entered and 67 actually started the race, but only 34 were running when the winner crossed the line. A number of entries were cancelled before practice began, such as the two ASA 1000 entries from Italy, as they were still not finished, and Team Elite had only two out of their three cars serviceable after the 500-kilometre race at Spa the previous weekend, as Clive Hunt had crashed badly in one of the white and green Lotus Elites. Numerous private entries failed to arrive, particularly among the GT Ferraris, there being four non-arrivals, but to make up for some of these there were a few additional entries. However, practice on Thursday, Friday and Saturday reduced the numbers considerably, among those in trouble being the Ferrari team, for Vaccarella wrote off a brand-new 250P rear-engined prototype, and put himself in hospital. The Stirling Moss entry of a special coupé version of Lotus Elan to be driven by Ireland/Whitmore was taken home as the drivers deemed its roadholding unsafe, the 2-litre 4-cylinder 2 o.h.c. Abarth prototype, with engine in front of the rear axle and 6-speed Colotti gearbox behind, all in a space frame with open 2-seater bodywork, was being finished in the paddock and though it practised it was not considered race-worthy, and the similar car with 850 c.c. Abarth-Fiat 2 o.h.c. engine and 6-speed Simca-Abarth gearbox was also withdrawn. Other cars suffered mechanical trouble, or were crashed mildly, but a lot of all-night work got most of them to the line at 9 a.m. on Sunday morning. Practice was all important as the line-up for the Le Mans type start was arranged in order of practice times, though which of the pair of drivers for each car actually recorded the best time was open to doubt. Naturally the two works Ferraris of Surtees/Mairesse and Scarfiotti/Parkes headed the line, followed by the two factory 8-cylinder Porsches of Barth/Linge and Bonnier/Phil Hill, the former pair with the open car and the latter with the coupé, these being the cars that took part in the Targa Florio. Outstanding in the line-up were Heini Walter/H. Muller in fifth place with a GTO Ferrari, the position having been gained by the Swiss hill-climb expert, and the Lola GT coupé in ninth position having only practised on Saturday morning, the time being recorded by Tony Maggs. In 11th place was an Abarth-Simca 1300GT thanks to the brilliant driving of Eberhard Mahle, and a Lotus Elite in 17th position, driven by Hobbs/Trevor Taylor.

Space does not permit me to give a lap by lap account of the race over the 44 laps of the Nurburgring, but so much happened during the seven and half hours of racing that it will have to be recorded in precis form. The weather started fine but gradually deteriorated into rain, sleet, hail, cold winds, sunshine and back through the lot again. Conditions throughout the race varied continually and were far worse than a day of solid rain, for dry patches followed slippery patches and vice-versa, so that there was no disgrace in a spin or a crash, but great credit to those who managed to stay on the road and still go fast. The start was very ragged, a lot of drivers anticipating the flag and Peter Lindner in a brand-new 1963 lightweight E-type Jaguar not only led away from the start but stayed in front of Surtees and Scarfiotti with the works Ferraris for a whole lap, thanks to his knowledge of the Nurburgring. Past the pits at the end of the opening lap the two Ferraris went by the Jaguar, but the good start meant that Lindner was leading the G.T. cars. The works Porsches did not make good starts and were seventh and eighth at the end of lap one, but were gaining ground fast, with Bonnier in the coupé and Barth in the open one. Extremely well placed, in 13th position, was David Hobbs in a Lotus Elite. Running in close formation the two Ferraris dominated the race until the end of lap 14 when Surtees came in to refuel and hand over to Mairesse, letting Scarfiotti go on ahead in the lead. On the next lap Scarfiotti stopped, refuelled and Parkes was away before Mairesse came by, but only a few kilometres farther on, at the sharp right-hand hairpin at Aremberg, Parkes went round in a big tail slide and hit a stone wall, the impact tearing off the left-hand rear wheel, wishbones, hub carrier and half-shaft. Mairesse ran over some of the debris and punctured the left-hand front tyre, and while he was stopped and fitting the spare wheel, Phil Hill went by into the lead with the coupé 8-cylinder Porsche he had taken over from Bonnier on the beginning of lap 12. The open 8-cylinder Porsche had retired on lap four with a broken back axle, and since the Targa Florio trouble both Porsches had been fitted with axle/gearbox unit oil temperature gauges. Mairesse got going again but did not realise that the spare tyre was of a different type to those normally fitted and feeling that the steering was a bit odd he drove slowly for the rest of the lap fearing that something was bent. By the time he reached the pits, changed the wheel and tyre, verified that all was well and set off again, Phil Hill was over half a lap ahead and it looked like Porsche's big chance to win the 1,000-kilometre race outright. Mairesse was gaining ground rapidly, in spite of rain showers, hail stones and sleet, when on lap 21 Phil Hill arrived at the scene of the Ferrari debacle, on the Aremberg hairpin, and got all crossed-up on the slippery surface and went off the road bending the Porsche coupé in the process. So once more Ferrari was in the lead and now with no serious opposition. For the remaining half of the race Mairesse and Surtees motored on unchallenged, neither of them putting a foot wrong, though at times visibility through the windscreen was appalling, the fancy double-arm wiper being almost useless, so that Surtees had to rely solely on his knowledge of the Nurburgring during the bad rain and hail storms towards three-quarters distance. The weather cleared up for the last few laps and Mairesse took over after 40 laps to bring the car home to victory.

Although the battle for overall victory dispelled itself rather abruptly there were numerous interesting races going on down the field, for the 67 starters were divided into six G.T. categories by capacity, and five Prototype categories. The race for first overall G.T. car lay between the Lindner/Knocker Jaguar E-type and the Noblet/Guichet Ferrari GTO. Lindner was faster than Noblet, but after refuelling Guichet was faster than Knocker, so the GTO was leading when the Jaguar succumbed to engine failure. The two French drivers were beautifully matched, their driving impeccable, the car faultless, and they were not only first G.T. car and second overall, but finished on the same lap as the winning works Ferrari. At half-distance the works Porsche 2-litre Carrera GT, that was third in the Targa Florio, was lying sixth overall, driven by H. J. Walter/Ben Pon and the team of Linge/Barth took it over in an attempt to gain the position of first G.T. car, but they were unable to catch the Ferrari of Noblet/Guichet. Running fast and steadily, apart from trouble with exhaust pipes trailing and boot lid coming unfastened, was the front-engined V12 Ferrari that used to be a sports car belonging to Count Volpi, but is now a prototype and has a new body painted grey with aerofoil behind the cockpit. Driven by Abate/Maglioli it was always in the running and finished third overall.

In the small G.T. class David Hobbs was leading easily until a misfire started in the engine and being untraceable the car had to be withdrawn, so Hobbs and Trevor Taylor took over the second Elite from John Wagstaff on lap 11 and worked it up from 32nd position to ninth position overall by the end of the race and won the class. In this class the two M.G. Midgets of Dick Jacobs, driven by Hedges/Martyn and Foster/Greene, ran like clockwork mice, never faltering or putting a foot wrong and finished as immaculate as they started.

Once again the Abarth-Simca 300 challenge faded due to unreliability over a long distance. The 1,600 c.c. and 2-litre G.T. classes were dominated by Porsche Carreras, although a P1800 Volvo coupé driven by Neerspach/Schultze was running very well until it retired on lap 29. The 2,000-2,500 c.c. G.T. class was confined to three Lawrencetune Morgans and a standard Lancia Flaminia Zagato coupé, so in spite of troubles the Morgans merely had to keep going in order to win their class. However, one of them fell by the wayside when a front stub-axle broke, another was running in a very sick state and it was left to the third to win the class. The next G.T. class was all Ferraris and was dominated by the Noblet/Guichet car, but equally impressive runs for reliability were those of David Piper in his green GTO, co-driven by American Ed. Cantrell, and the Belgian special-bodied 250GT of " Elde "/Langlois. Of this class Hitchcock contrived to turn his GTO upside down in the Karussel banked hairpin on lap 16 and it remained there for the rest of the race, competitors having to go round the flat perimeter at reduced speed. The von Csazy/Foitek GTO Ferrari, which Hedges crashed in practice for the Targa Florio was crashed again in practice for this race and yet again on lap 35 when lying sixth overall. The Scuderia

Filipinetti GTO which started off well broke a valve and wrecked its engine. The last of the G.T. classes was an all-Jaguar affair and after the Lindner car broke its engine the Sargent/Lumsden sister car, which was delivered on the Monday before the race, took over the lead and lay fourth overall, going extremely well, until Peter Lumsden " lost-it " in a big way at Flugplatz and spun and crashed in all directions at very high speed. He was comparatively unhurt but the Jaguar was a total wreck. This left the class to some very slowly-driven standard E-types so that it would appear that the E-type is a good touring car that is all right as long as it is not raced.

The only real interest in the small Prototype class was a special fibre glass-bodied B.M.W. with a works overhead camshaft flat-twin air-cooled engine of 715 c.c. with separate belt-driven fans blowing air across the cylinders, and two down-draught dell Orto motorcycle carburetters; however, it did not last the race and two pushrod B.M.W. twins were all that finished. In the " up to 1,300 c.c. " class the prototype French Alpine, with Lotus-like chassis and rear-mounted 2 o.h.c. Renault-Gordini engine, went extremely well driven by Rosinsky/Casner and dominated the class, over a horde of René Bonnet coupés with similar engines. In this class was the Sebring Sprite driven by Clive Baker/Christabel Carlisle and the young English Miss drove splendidly. When she took over, the car was running behind two Porsche Carreras and after following them for two laps she then passed them both and never looked back. Her co-driver took over again and kept the position until the end of the race. The 2-litre Prototype class was left to two Alfa Romeo Giulia T.I. Super saloons after the works Porsches disappeared, until one of them hit a tree head on, but the other one ran to the finish. In the 3-litre Prototype class the works Ferrari dominated, but the special-bodied 250 GT of Kerrison, with Mike Salmon as co-driver, ran a regular race, though it lost seventh place overall on the last lap due to the pit staff not realising the proximity of the German driven standard 250GT.

The last class had but one entry, this being the works Lola-Ford V8 GT coupé, driven by Maggs/Olthoff and after starting off well it was delayed by a rear wheel working loose and damaging the driving pins. After a long stop to rectify this and fit other rear wheels it ran very well, making a glorious noise and looking most impressive until the distributor drive gave trouble and forced it to retire.

Of the retirements the appalling conditions caused some ten or more cars to crash, some with slight damage, others being total wrecks and yet there was no serious personal injury, thanks to the inherent safety of the Nurburgring, due to the springy hedges and soft earth banks that line a great part of the 22.8-kilometre circuit.

D. S. J.

Results :

A.D.A.C. 1,000 KILOMETRES—Nurburgring—44 Laps
1,003.64 Kilometres—Wet and Cold

* **1st** :	J. Surtees/W. Mairesse (Ferrari 250P V12 3-litre)	44 laps—7 hr. 32 min. 18.0 sec. —133.1 k.p.h.
* **2nd** :	P. Noblet/J. Guichet (Ferrari GTO, 3-litre)	44 laps—7 hr. 40 min. 03.0 sec.
3rd :	C. M. Abate/U. Maglioli (Ferrari TR61, 3-litre)	43 laps—7 hr. 33 min. 08.0 sec.
* **4th** :	H. J. Walter/B. Pon/H. Linge/E. Barth (Porsche Carrera 2-litre)	43 laps—7 hr. 43 min. 01.0 sec.
5th :	" Elde "/G. Langlois (Ferrari 250GT, 3-litre)	41 laps—7 hr. 32 min. 38.0 sec.
6th :	D. Piper/E. Cantrell (Ferrari GTO, 3-litre)	41 laps—7 hr. 39 min. 49.0 sec.
* **7th** :	G. Lohstrater/H. Felder (Ferrari 250GT, 3-litre)	41 laps—7 hr. 40 min. 21.0 sec.
8th :	R. C. Kerrison/M. Salmon (Ferrari 250GT, 3-litre)	41 laps—7 hr. 40 min. 53.0 sec.
9th :	J. Wagstaff/G. Baird/D. Hobbs/T. Taylor (Lotus Elite)	40 laps—7 hr. 33 min. 38.0 sec.
*10th :	G. Koch/P. Strahle (Porsche Carrera Abarth 1600)	40 laps—7 hr. 34 min. 16.0 sec.
*11th :	L. Casner/J. Rosinsky (Alpine-Renault 1000)	40 laps—7 hr. 37 min. 17.0 sec.
12th :	H. Kuhnis/H. Schiller (Porsche Carrera Abarth 2-litre)	40 laps—7 hr. 40 min. 18.0 sec.
13th :	A. Hedges/C. Martyn (M.G. Midget)	40 laps—7 hr. 41 min. 46.0 sec.
14th :	" Weiss "/G. Schwarz (Porsche Carrera 1600)	40 laps—7 hr. 43 min. 04.0 sec.
15th :	A. Foster/K. Greene (M.G. Midget)	39 laps—7 hr. 33 min. 14.0 sec.
*16th :	U. Therstappen/J. Ruthardt (Jaguar E-type)	39 laps—7 hr. 35 min. 03.0 sec.
17th :	C. Baker/Miss C. Carlisle (Austin Healey Sprite)	39 laps—7 hr. 37 min. 38.0 sec.
18th :	M. Werner/N. Olsen (Jaguar E-type)	39 laps—7 hr. 37 min. 56.0 sec.
19th :	L. Walter/U. Rose (Porsche Carrera 2-litre)	38 laps—7 hr. 34 min. 07.0 sec.
20th :	" Moor "/G. Wellensiek (Porsche Carrera 1600)	38 laps—7 hr. 40 min. 13.0 sec.
21st :	J. Maassen/F. Thiessen (Volvo P444)	38 laps—7 hr. 44 min. 45.0 sec.
22nd :	R. Charriere/R. Bouharde (René Bonnet 1000)	37 laps—7 hr. 38 min. 01.0 sec.
23rd :	A. Schaefer/A. Knorr (Alfa Romeo GSZ)	37 laps—7 hr. 43 min. 35.0 sec.
*24th :	S. Arcioni/C. Zuccoli (Alfa Romeo Giulia Super)	37 laps—7 hr. 44 min. 28.0 sec.
*25th :	H. Hullbusch/G. Bialas (B.M.W. Spec. 2-cyl.)	36 laps—7 hr. 33 min. 00.0 sec.
*26th :	R. Slotemaker/H. Braithwaite (Morgan Plus Four SS)	36 laps—7 hr. 36 min. 00.0 sec.
27th :	K. v. Kothen/K. Kronenberg (Volvo P1800)	36 laps—7 hr. 42 min. 35.0 sec.
28th :	P. Arnold/R. Carnegie (Morgan Plus Four SS)	36 laps—7 hr. 45 min. 19.0 sec.
29th :	H. Schreiber/H. Hahne (B.M.W. Spec. 2-cyl.)	35 laps—7 hr. 37 min. 51.0 sec.
30th :	M. Caillet/P. Siebenthal (Jaguar E-type)	34 laps—7 hr. 44 min. 45.0 sec.
31st :	W. Pryor/T. Davis (Lancia Flaminia Zagato)	33 laps—7 hr. 41 min. 36.0 sec.
32nd :	R. Moser/H. Hespen (Alfa Romeo GSZ)	32 laps—7 hr. 22 min. 50.0 sec.
33rd :	G. Laureau/J. Vinatier (René Bonnet 1000)	28 laps—7 hr. 34 min. 05.0 sec.
34th :	H. Merkel/S. Liebl (Porsche Carrera 1600)	28 laps—7 hr. 36 min. 45.0 sec.

N.B.—Three further cars were classified as finishers having completed 34, 33 and 30 laps, respectively, but all three were lying beside the track badly crashed long before the end of the race.

Fastest lap : Surtees/Mairesse (Ferrari), in 9 min. 16.0 sec.—147.7 k.p.h.

* *Class winners.*

67 *Starters* — 34 *Finishers*

R.A.C. HILL-CLIMB CHAMPIONSHIP—1963

The R.A.C. British Hill-Climb Championship season commenced on April 27th with the Severn Valley M.C.'s Hill-Climb on the lengthened 900-yd. course. Tony Marsh, driving his 1½-litre, twin o.h.c. supercharged Marsh-Climax, snatched the Championship class from Phil Scragg's 2.5-litre B.R.M., Marsh clocking fastest time of day at 37.03 sec., against Scragg's 37.25 sec., Peter Westbury's 2.6-litre Felday-Daimler time of 37.54 sec., and Peter Boshier-Jones' 1.3-litre supercharged Lotus-Climax 22 time of 37.70 sec. The other scorers of Championship points were David Good (1.5-litre supercharged Cooper-Climax) and Ian McLaughlin (1,100-c.c. Cooper-J.A.P.), who took fifth and sixth places respectively.

The second round of the Championship took place at the Bugatti O.C.'s Prescott Hill-Climb on May 5th. An additional attraction at this event was the International Bugatti Rally, with cars coming from most European countries, and even as far as the U.S.A., to make a record attendance of over seventy Bugattis at the hill. Tony Marsh was using both his 2.5 B.R.M. and his Marsh-Climax for this event, the Marsh being used in the Championship class whilst the B.R.M. was driven to a new hill record of 48.68 sec. in the over-1,500-c.c. Racing Car Class. The Championship runs saw Brian Eccles, driving an ex-Yeoman Credit Cooper fitted with a 4.7-litre Chevrolet engine and Cooper gearbox, taking the honours with a remarkable time of 50.07 sec.—a most creditable performance for a first outing with the car! Second was Marsh (Marsh-Climax) and Peter Boshier-Jones (Lotus-Climax 22), both with 50.90 sec., to gain nine points apiece. Third was Westbury's Felday-Daimler, and fourth, fifth and sixth were Scragg (B.R.M.), Westbury (Felday-Daimler) and McLaughlin (Cooper-J.A.P.), respectively.

The third qualifying round was held at the delightful 1,000-yd. Wiscombe Park course in Devon. Here Marsh suffered a broken drive shaft in his B.R.M. during Saturday's practice, as a result of previously shortening the shafts to use on his Marsh-B.R.M. (crashed at Rest-and-Be-Thankful last year) and then lengthening them to use in the B.R.M. again. However, this was repaired in time for Marsh to start and a brilliant drive saw him breaking the existing record of 44.60 sec. on each climb, finally leaving it at 44.23 sec.; a time set up in the Championship class. Second to Marsh was Peter Westbury with 44.37 sec., then came McLaughlin, Scragg, Good (now with a Daimler engine in his Formula Junior chassis) and Peter Boshier-Jones. Marsh also ran the Marsh-Climax, using 45 DCOE Weber carburetters in preference to the Shorrock supercharger, but only put in one run at 45.55 sec., his second ascent being curtailed when he collided with the straw bales on the approach to the Esses, fortunately without major damage. The Championship positions, inclusive of Loton Park, Prescott and Wiscombe Park, are as follows:

A. E. Marsh (1.5 Marsh-Climax, s/c.), 30; P. Westbury (2.6 Felday-Daimler), 24; E. P. Scragg (2.5 B.R.M.), 23; P. Boshier-Jones (1.3 Lotus-Climax 22, s/c.), 21; I. McLaughlin (1.1 Cooper-J.A.P.), 18; D. R. Good (1.5 Cooper-Climax, s/c.), 12; B. Eccles (4.7 Cooper-Chevrolet), 10.

The next four events to qualify for the Championship are as follows : May 25th : Barbob Manor; June 9th : Shelsley Walsh; June 22nd : Bo'ness; June 29th : Rest-and-Be-Thankful.

ROAD TEST

The 4½-litre Daimler Majestic Major

A large luxury saloon that can hold its own with sports cars

Comfort, Ease of Control, a Top Speed of 123 m.p.h., and Standing-Start ¼-mile Acceleration in under 17½ seconds, Blended with Excellent Controllability and Braking in a Coventry-Built Motor Car, of Long-established Make



PEACEFUL SCENE, PEACEFUL CAR.—The dignified Daimler Majestic Major seen beside the Thames, with Henley bridge as a background. It is a car which offers its occupants comfortable and effortless travel and of which the driver can bestow no greater praise than to remark that it does not feel like a big car, belying its 16 ft. 10½ in. × 6 ft. 1½ in. dimensions, in spite of its very high performance.

OLD-FASHIONED, yet able to "play bears" with many sports cars. Spacious, yet looking compact, and simplicity to drive. A modern V8 disc-braked luxury car which is dignity personified, yet possesses qualities of handling, ride, braking, acceleration and top speed that are as outstanding as they are unexpected. That sums up the Daimler Majestic Major saloon, and how anyone who can spare the purchase price of £2½-thousand can resist this fine car I find it difficult to comprehend. For it must surely be agreed that the aforesaid qualities in combination add up to all that is desirable in a motor car of any type.

This modern Daimler ably carries on the tradition of the old Coventry Company, the oldest motor manufacturer in the World, yet is not only right up to date in the vital matters of suspension and weight distribution, but has such "out-of-keeping" performance—a maximum speed of over 120 m.p.h. and acceleration up to good sports-car standards—that to anyone with an impish sense of humour, or merely in a hurry (time perhaps representing money) it becomes an irresistible proposition. Once again, Sir William Lyons quietly displays his knowledge of what the customer will like!

There is something outstandingly dignified about this wide but not too long Daimler, and for all its excellent handling and truly high performance, it costs but £2,623 0s. 9d., purchase-tax paid, with power steering. (The least-expensive Rolls-Royce costs £5,516 11s. 10d.)

A Sensible Automatic Transmission

I have put the superlatives first in this road-test report, whereas I often lead up to a car's performance and road habits after describing its controls and equipment details; the Daimler Majestic Major is such a splendid all-rounder that details seem of less moment than the overall impression it makes on a driver and its five or six passengers.

However, details should not be ignored, but before describing them, let me comment on the sensible arrangement of 3-speed Borg-Warner automatic transmission to which the Majestic Major's 220-b.h.p. V8 power unit is coupled—it is entirely appropriate that this make, which pioneered the fluid flywheel in conjunction with a pre-selector gearbox, should have such a gearbox. It is not, in fact, available with a manual gear-shift.

Normally the automatic upward change from 2nd gear and torque convertor to direct drive occurs at 2,000 r.p.m., equal to an indicated 23 m.p.h., but this can be over-ridden by the usual accelerator kick-down, which defers the change up to 5,000 r.p.m., or an indicated 80 m.p.h. In addition, by putting the short neat right-hand steering-column lever into "LOW" it is possible to hold this ratio to maximum r.p.m., which is 5,500 r.p.m., a high speed for an engine of 4,561 c.c., and equal to an indicated 38 m.p.h. There is also a slightly inaccessible flick-switch on the facia enabling 2nd speed to be held to valve crash point at 5,800 r.p.m., 5,500 r.p.m. being equal to a speedometer 85 m.p.h., which is useful for rapid overtaking, being even quicker than kicking fully down on the accelerator, and more sparing of fuel, while it obviates those tiresome upward/downward changes which the gremlins otherwise indulge in. If full automation is employed the car goes into top early, as I have said, but the changes are quite smooth, if not quite up to some American-car standards.

The deep facia is of beautifully polished walnut veneer, used also for the door cappings. There is practically no sill between it and the windscreen, and no crash-padding except for the soft vizors, of which the passenger's has a vanity mirror. The centre panel of the facia is impressively instrumented, and is flanked on the left by a deep lined, lockable glove box (lock inoperative on the test car), on the right by a smaller open cubby-hole. There are also arc-topped flat pockets on both sides of the scuttle, with press-stud fasteners, and a very large and useful wood map-holder below the facia on the near-side.

The 140-m.p.h. 5-in. Smiths speedometer on the extreme right incorporates trip with decimal and total odometers, a non-dazzle main-beams light, and dynamo light. On the extreme left of the panel there is a matching 5-in. Smiths tachometer, reading to 6,000 r.p.m. with a single red line at 5,500 r.p.m. It incorporates the two direction-flasher lights, arrowed l. and r. Criticism has been levelled at the remote location of the tachometer and these indicator lights but as engine speed is only of interest when the automatic transmission is held in "LOW" or 2nd speed, this remote location is of little moment and does give a symmetrical instrument layout. The flashers' indicators are non-aural but even so, their distance from the driver is of little importance. Four small dials, from l. to r. a Smiths clock (that gained some five minutes a day), a fuel gauge, a water thermometer (normally reading 70° C.) and an ammeter, fill the top row between the bigger dials. The clock is slightly larger in diameter than the other dials, which I suppose is permissible in Coventry but might not pass muster at Crewe.

Below, four big neatly labelled flick-switches look after the single-speed heater fan, 2-speed wipers, lamps (foot dipper) and panel lighting. Between these switches, centrally, is the washers' button, below which is the ignition-cum-starter key. This single key locks everything on the car, which could be indiscreet, however convenient.

Pull-out knobs, lettered, control Lucas fog and spot lamps, hand-throttle, and mixture enrichment of the two S.U. carburetters. There is a luminous cigar-lighter, a petrol reserve switch incorporating a bright warning light, warning lights for low oil pressure and handbrake left on/brake fluid level getting low, two large, clearly lettered knobs select degrees of demisting and interior heating, there is a drawer-type under-facia ash-tray, and rather inaccessible knobs on the scuttle-sides bringing in a fresh-air supply. The bonnet-release toggle is down on the near-side of the scuttle.

The gear control lever is clearly labelled "PARK," "NEUTRAL," "DRIVE," "LOW" and "REVERSE" but was unilluminated. The curved-handle handbrake is well located



HISTORIC HAIRPIN.—The Daimler Majestic Major some four hours' easy driving from the scene in the heading picture, with the hairpin of Holme Moss in Yorkshire in the background. It was here, when comparatively speaking Daimlers were a more common sight on our roads, that Raymond Mays ascended the 1¼-mile course in 1 min. 17.2 sec. in his Brescia Bugatti when speed events were permitted up this public road hill.

on the right below the facia but its release can pinch the fingers, and if the driving seat is set forward it may catch one's foot when one alights. The two main pedals are well placed, the accelerator a slim treadle. A small switch on the steering-wheel hub operates the flashers, the horn switch being in the wheel centre, sounding genteel but powerful twin blended-note horns.

You neither step up into nor down into the well-proportioned steel 4-door, 6-light body, entry and exit being very comfortably achieved, while there is scarcely any transmission hump to obstruct the floor in the front compartment. The big hide-upholstered separate front seats (a bench-seat is optional) have high squabs and individual arm-rests. They are moderately comfortable but the cushions could be better formed. The back seat has a central arm-rest and all doors possess good curved arm-rests. Dual interior lamps in the back compartment have courtesy action from the doors, while two push-button switches bring in brighter reading-filaments. The doors shut nicely; they have good push-button external handles but normal, push-forward-to-open internal handles. There are metal "pulls." The front doors have to be individually locked. The "keeps" for these heavy doors could be more effective.

The front quarter-lights have no pips or gutters; the rear quarter-lights have very good toggle-catches. A very sumptuous loose nylon rug overlay is provided for the occupants of the lounge, and there are fine pile carpets, rubber-enforced on the driver's side. Polished wood tables let down from the backs of the front seats.

The boot lid locks automatically and is self-propping, like the bonnet. Luggage space is sensible rather than enormous. There is a boot-light (inoperative on the test-car) and the spare wheel is below the floor.

Needless to say, foot- and head-room is especially generous, with foot-wells beneath the front seat cushions. The head-lining is washable. Just over two turns lower fully the front window glasses; the glasses in the rear doors do not drop fully, the handles taking 1¼-turns.

The dignified frontal aspect of the Daimler Majestic Major is not ruined by blatant dual headlamps. Instead, small Lucas 700 headlamps are set off by V-motif grilles and the radiator grille is plated to match the fluted shell. There is a quick-action filler cap for the 16-gallon fuel tank! The odd-shaped sidelamps seem to have been stuck on the wings as an afterthought but have the merit of possessing "tell-tales."

If the appearance of this big Daimler is old-fashioned, or shall we say conservative, it looks surprisingly compact from most angles, only the big 7.00×16 Dunlop nylon RS5 tyres hinting that it has an overall length of 16 ft. 10½ in. The wheelbase is not unduly long, at 9 ft. 6 in., but the luggage boot overhangs considerably.

The Daimler's V8 Engine

The V8 "over-square" engine that propels the Daimler Majestic Major is the work of motorcycle engineer Edward Turner. This Type D.Q.450 power unit was introduced at the 1959 London Motor Show. It has part-hemispherical combustion chambers, with the valves operated by short push-rods from a central high-set camshaft. The heads are of sand-cast LM4 aluminium alloy and light alloy is used also for valve covers, tappet blocks, inlet manifolds and sump. The block is an iron casting, the crankshaft has five main bearings and a torsional vibration damper, and this large but compact unit weighs only 498 lb. dry. A huge Cooper air filter with two pairs of silencing tubes serves the semi-downdraught HD8 S.U. carburetters. 282 lb./ft. torque is developed at approximately 2,700 r.p.m., with 153 lb./sq. in. b.m.e.p. at this speed. Lucas developed for this fine engine a special 20D8 type BS 8-lobe ignition distributor, which is mounted vertically at the back, between the cylinder banks. Basic spark timing is 10° before t.d.c. The inlet valves have a head diameter of 1.8125 in., the exhaust valves a head diameter of 1.6875 in.

This engine functions quietly and entirely without effort, the crankshaft speed being 3,500 r.p.m. at 80 m.p.h. and 4,385 r.p.m. at 100 m.p.h. in the 3.7-to-1 top gear, giving a degree of silence that enables some road-wheel noise and a few slight body creaks, rather than rattles, to intrude. At normal speeds it is possible to be in "hold 2nd" under the impression that one is in top gear; this is a car in which 80 like 60, and 100 like 80 m.p.h. in high-performance cars of lesser breeding. It always started, again quietly, without recourse to the mixture control; indeed, the exhaust smelt somewhat rich. There was some "pinking" on normal premium fuels.

I have already stressed the very high performance available, acceleration being particularly good for traffic overtaking from 40 m.p.h. onward, from this big luxury car. This can be appreciated from study of the following figures, the average of several runs, obtained on a test track, using an electric speedometer driven by a fifth wheel :—

Acceleration :

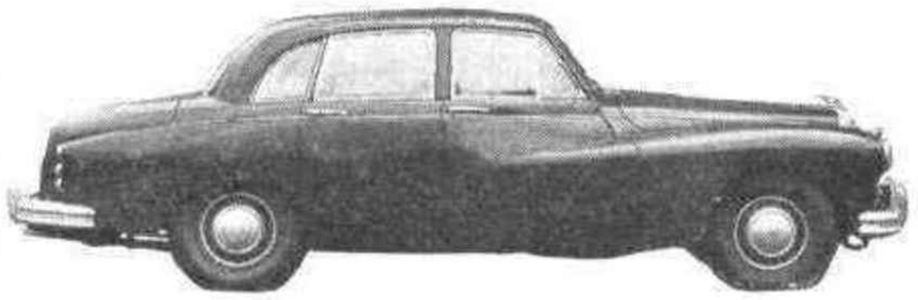
0-30 m.p.h.	= 3.4 sec.	0- 80 m.p.h.	= 16.3 sec.
0-40 ,,	= 5.2 ,,	0- 90 ,,	= 22.0 ,,
0-50 ,,	= 7.0 ,,	0-100 ,,	= 28.7 ,,
0-60 ,,	= 9.6 ,,	s.s. ¼-mile	= 17.4 ,,
0-70 ,,	= 13.1 ,,		

Speed :

Low gear	= 49 m.p.h.
Intermediate gear	= 80 ,,
Top gear	= 123 ,,

The suspension is soft at low speeds, absorbing road irregularities with a somewhat floating motion, the nose dipping under

THE DAIMLER V8 MAJESTIC MAJOR SALOON



Engine : Eight cylinders in 90° vee formation, 95.25×80 mm. (4,561 c.c.). Push-rod-operated overhead valves. 8.0-to-1 compression ratio. 220 (gross) b.h.p. at 5,200 r.p.m.
Gear ratios : Automatic gearbox. 1st, 8.7 to 1; 2nd, 5.41 to 1; top, 3.77 to 1.
Tyres : 7.00×16 Dunlop nylon RS5 on bolt-on steel disc wheels.
Weight : Not weighed. Maker's figure : 37¾ cwt. (kerb). weight).
Steering ratio : Four turns, lock-to-lock.
Fuel capacity : 16 gallons (including one gallon in reserve). (Range approximately 250 miles.)
Wheelbase : 9 ft. 6 in.
Track : 4 ft. 9 in.
Dimensions : 16 ft. 10½ in.×6 ft. 1½ in.×5 ft. 3¾ in. (high).
Price : £2,113 6s. 6d. (£2,554 3s. 3d., inclusive of p.t.). As tested, with power steering and radio, £2,668 0s. 9d., inclusive.
Makers : The Daimler Company, Ltd., Coventry, England.

the brakes, rising as the pedal is released. Yet as speed mounts the springing seems to stiffen up, providing sports-car handling with a well controlled, modest degree of roll on corners. The cornering tendency is virtually neutral but the tail can be broken away if desired, the engine having power to spare, in spite of the automatic transmission, so that the back wheels can be spun on wet roads without recourse to the " LOW " gear hold.

The power steering is excellent, retaining a normal degree of " feel," yet being finger-light for slow full-lock turns, and offering very gentle return-action. There is no shock-playback through the big spring-spoke wheel, only very slight vibration. It takes four turns, lock-to-lock, plus a small amount of free movement. Although this is not low gearing, a rather higher ratio would be appreciated in view of the high cornering speeds of the car. Certainly the power steering is well worth the extra price charged for it, although that of a Citroën DS is even lighter for parking while being equally sensitive in " feel," although it is, of course, a lighter, less heavily-shod car. The Daimler's turning circle is under 40 feet, highly commendable for such a big car.

The Dunlop disc brakes on all wheels, vacuum servo applied, 12½ in. at the front, 12 in. at the back, retard this car, which weighs over 2 tons when laden, so well from 100 m.p.h. or more that a passenger remarked that on dry roads it would seem possible to wear flats on the tyres! Yet light pedal pressures suffice. At lower speeds the action is sudden rather than progressive and the feel of the pedal tended to vary from very light to heavy—however, although the brake-fluid level never fell dangerously the warning light came on frequently, so no doubt servicing was called for. There is, however, no question of these brakes not being fully able to cope with the Majestic Major's astonishing performance, in spite of the free-wheel effect of the automatic transmission on the over-run, except when the " LOW " gear hold is engaged.

The view over the not-unduly-long bonnet, the flutes on the off-side *just* discernible, endorses the dignity of this Daimler; Daimler fluting is evident also on the luggage-boot handle. Both front wings and sidelamps are in view, but the screen pillars are somewhat thick. The steering column provides some adjustment. The rear-view mirror gives an excellent, panoramic view, but of the " diminishing " type which makes the car's acceleration seem even more impressive than it is, but which I consider dangerously misleading.

The fuel consumption, checked over a long, hard day's varied driving to Yorkshire and back, came out at 15.8 m.p.g., which is very reasonable. The tank is said to hold 16 gallons, so even when putting up average speeds which on deserted but winding roads, can approach 60 m.p.h., the range is around 250 miles. The reserve supply could be increased three-fold with advantage, however. The fuel-gauge needle swings about, but records with fair accuracy. During the time we were in possession of the Daimler it covered 1,087 miles and after 800 miles the engine required five pints of Shell X-100-30 oil. There was some thump at an idling speed of 400 r.p.m. It was, however, not a new car, the odometer indicating 40,000 miles. A little water was also necessary. The test car was equipped with a Radiomobile radio but a " short " in the region of the very long extensible aerial had rendered this inoperative. A loudspeaker change-over knob is provided beneath the facia.

This Daimler V8 Majestic Major is a car that can dispatch the miles in the most effortless manner, and which is enjoyable to experienced sports-car drivers as well as being nicely suited to aged Dukes and Duchesses.

It is a car that proves that democracy will never work, for it noticeably impresses the proletariat, but I was glad to find the accusation that café proprietors charge Majestic owners double, *vide* last month's Shell advertisement, did not apply in my case! I hope that Coventry will go on manufacturing and profitably selling this essentially British automobile of this very famous make for many years yet.

The Jaguar Mk. X, a full road-test report on which we hope to publish next month, will have to be a very good car indeed to prove more desirable than this Daimler Majestic Major, which is also available in full limousine form for £3,309 14s. 1d.; the least-expensive Rolls-Royce limousine costs £8,827 8s. 5d.—W. B.

MINIATURES NEWS

New Corgi miniatures cover a Plymouth Sports Suburban station-wagon (No. 445) and a very fine Citroën ID19 Safari (No. 436) in the colours of the Wild Life Preservation group. This Citroën miniature has all the expected Corgi features, plus drop tail-gate and lift-up rear door and means of folding away the back seat by operation of a knurled knob beneath the model. This one is a " must " for Citroën C.C. members! It even has luggage on its roof rack.

A new venture is the importation from Italy of the Rio miniatures. These are to a generous scale, accurately cast in great detail and superbly finished. At present eight Rio miniatures are available. They comprise the following models :—

No. 1 : A 1906 24/40-h.p. Targa Florio Itala with outside levers, bulb horn, bonnet strap, pressure pump and lubricator, pedals, petrol tank, starting handle, cushions, spring shackles, etc., all depicted. Two rubber spare tyres are strapped on behind, while beneath are outlined the exhaust system, engine, clutch, gearbox and transmission details. Even the radiator badge is there, the dumb-irons are correctly shaped, and this Itala replica is 4¼ in. long.

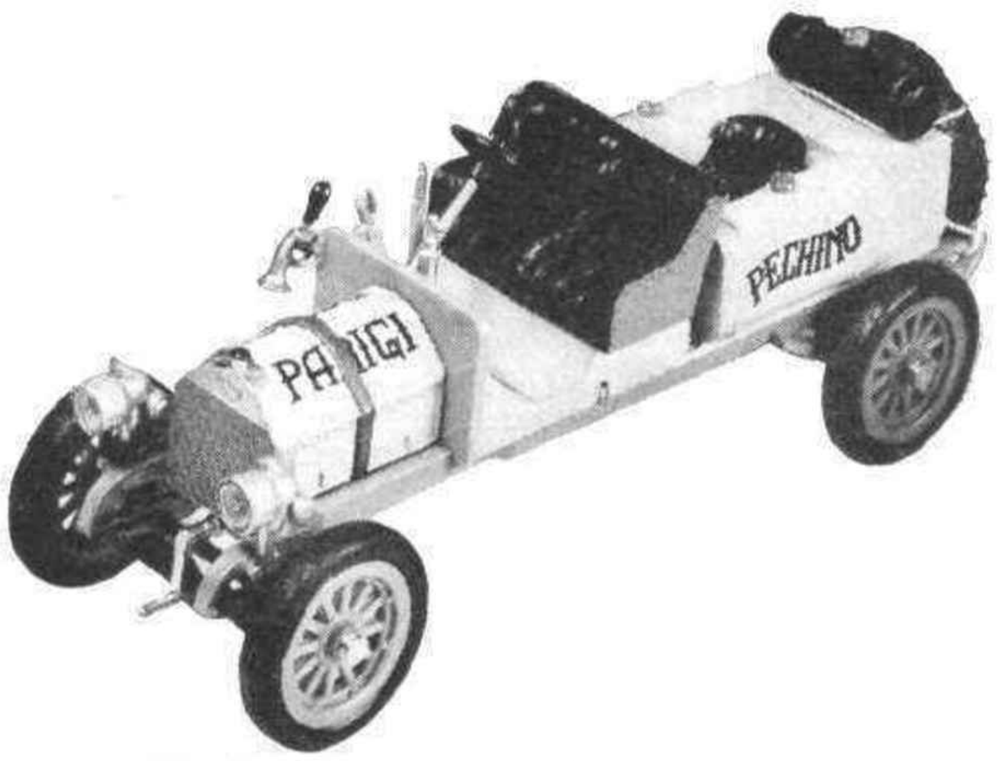
No. 2 : The 1907 " Paris-Pekin " 24/40-h.p. 7.4-litre Itala, in extreme detail, even to gas headlamps with glasses; the third seat between the big pannier fuel tanks with their filler caps; auxiliary tank, tied-on spare tyres, and the " Parigi-Pechino " lettering. I suspect Tim Nicholson will order this one!

No. 3 : A blue Fiat Tipo 501 Sport, *circa* 1923, with two-pane screen (the top pane open), horn, spare wheel, folded hood, tool-box, cushions, mats, r.h. levers, underslung rear springs, hinged doors, bonnet louvres, etc., all correctly depicted. The Fiat Register should buy the lot! This one is nearly 3½ in. long.

No. 4 : A similar Fiat Tipo 501, *circa* 1923, tourer, hood erect. For some unexplained reason these vintage Fiats have back number-plates but no front number-plates, but you can always add them! But why no rear brake drums?

No. 5 : A 1932 *monoposto* P3 Alfa Romeo, with Alfa clover-leaf insignias, aero-screen, filler caps, (plated) outside exhaust, starting handle, shock-absorbers (twins at the back) and ½-elliptic springs shown in detail. This G.P. car is 3¾ in. long and if it is not quite so attractive as the other Rio models, it is about the only P3 replica available—for which reason our Continental Correspondent bought his in Italy! Rear spring hangers, twin prop.-shafts, and (rather dubious) brake drums are there.

No. 6 : A 1912 Fiat 12/15 tourer, hood up. You get head and side lamps, very realistic hood straps, tool-box, spare wheel, treaded rubber tyres, gas generator, " serpent " horn, and all the normal Rio detail, but again no *front* number-plate and no rear lamps. A fine Edwardian touring-car replica, 3⅛ in. long. I love the flared back mudguards.



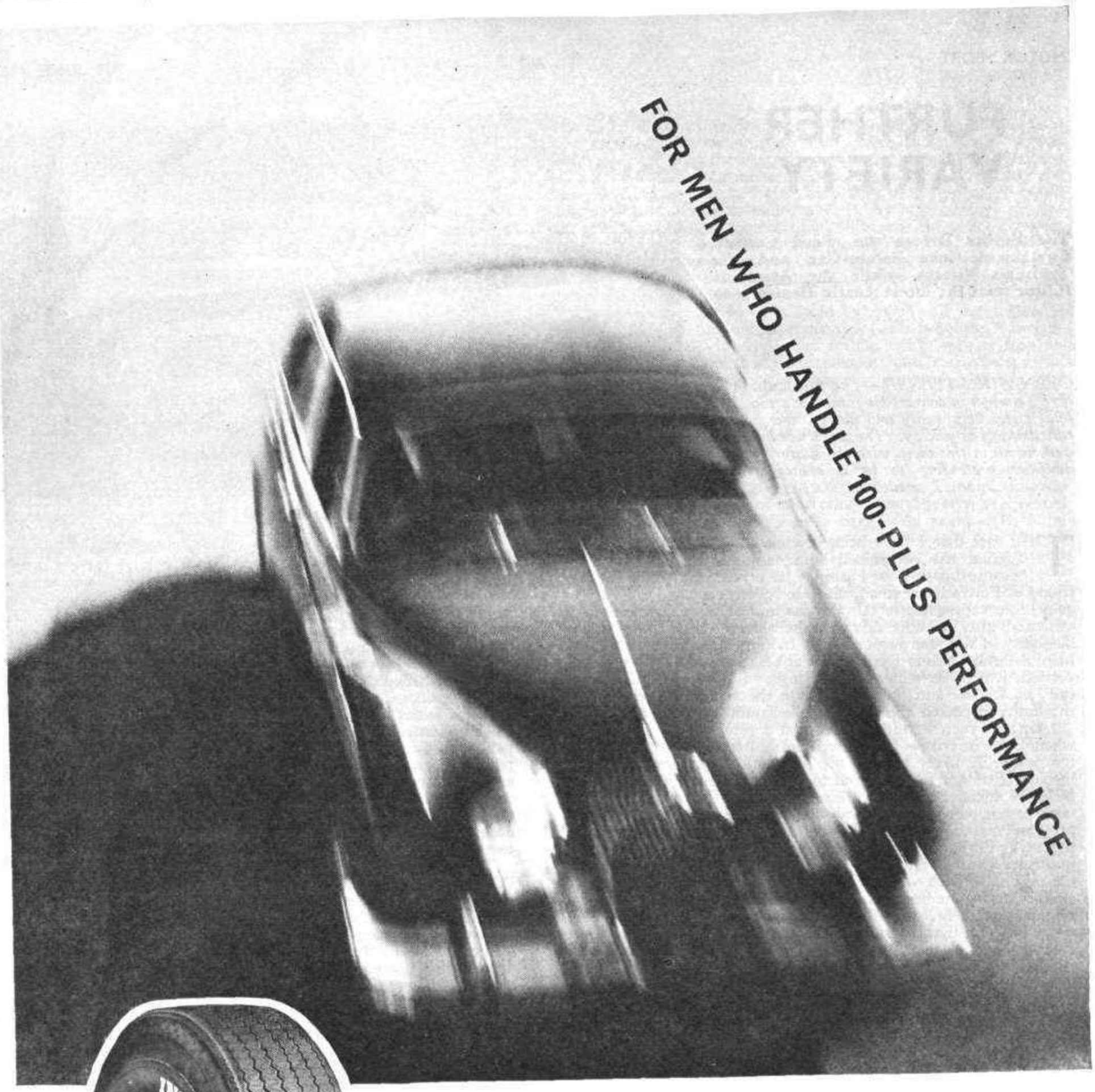
The Rio replica of the 1907 " *Paris-Pekin* " *Itala.*

No. 7 : A 1912 12/15 Fiat 2-seater on similar lines to the tourer. The radiator is beautifully done, reminiscent of the Fiat Register's badge.

No. 8 : The most elaborate Rio replica of them all—a 1924 Tipo 8A Isotta-Fraschini coupé de ville. It has American-style front and back bumpers, two spare wire wheels, exhaust pipe, ribbed sump, twin tool-boxes, knock-off hub caps, occasional seats and " glass " rear windows. Length 5¼ in. It is r.h.d., incidentally.

Each model costs 30s. They are obtainable from Harrods, the Montagu Motor Museum, Hummells, Auto-Models of Finsbury Pavement, E.C., and most good toy-shops. I gather that additional models will follow, perhaps of famous racing cars, and hope to announce them in this column as they appear.

Auto-Models Ltd. can now supply the latest Solido miniature—a Mercedes-Benz 220SE coupé with suspension, opening doors and reclining seats—for 10s. 6d., or by post 11s. 6d.—W. B.





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FURTHER VARIETY

The Editor Drives the Ford Consul Cortina de luxe Estate-Car and the Triumph Vitesse, while the Assistant Editor tries the latest Austin Healey 3000



OPEN-AIR VITESSE.—The 6-cylinder 1½-litre Triumph in convertible form has a top that folds away very easily and neatly, and can be raised nearly as quickly. The attractive lines are well shown in this view, with the Editor's eldest daughter pretending to be a photographer's model.

THE fact that I have been driving about in a Ford Consul Cortina has occasioned some amusement in the office, because up to now I cannot have been said to be a firm friend of Ford's latest small car. However, it seemed only fair to gain more experience of the Cortina and as one of the points I criticised after a short drive in the saloon version was undue flexibility of the rear suspension, I thought it prudent to ask the helpful Public Affairs Department at Dagenham for an estate-car version, which has stiffer back springs. In any case, the estate-cars, in de luxe and Super form, are the latest manifestation of the much-discussed and frequently-encountered Cortina.

I am not such a stuffy writer that I refuse to eat my words when I am in error—I have written so many that swallowing a few is hardly likely to give me indigestion! However, in this instance I do not feel the need to do any such thing. There are far more advanced cars, technically, than the Cortina, cars which take corners more securely and satisfactorily. There are, alas for progress, masses of people who set little or no store by such things, so that, as I predicted last October, Fords continue to sell in record numbers. Moreover, better Cortinas have been announced since the original model, with, amongst other improvements, a bigger engine, disc front brakes and stiffer suspension, which alters the original argument. Finally, Colin Chapman has so thoroughly revised this car that the twin-cam Lotus-Cortina is rumoured to be able to take its place unashamedly amongst the fastest saloon cars in the World. So I am watching Cortina development with keen interest and optimistic anticipation, while seeing no reason to retract my earlier remarks, or to regard the normal versions as, in the words of Ford's Public Relations Department, " The Small Car with a Big Difference."

The Ford Consul Cortina estate-car came to me in de luxe form, and therefore mercifully without the ornate American-imported Di-Noc imitation wood trim that distinguishes (in the recognition sense) the Super 1,500-c.c. version.

As an estate-car the Cortina de luxe is an admirable load-carrier. I drove it far and fast, empty and very fully-laden, so fully-laden, indeed, that there was only just room for our faithful and enthusiastic motoring Labrador after five people and their effects had been piled in. If this suggests that there are more spacious shooting-brakes, the Cortina is splendidly accommodating for a lively 1.2-litre-class vehicle. For, with all this human load and clobber aboard it cruises unconcernedly with the steady needle of its 100-m.p.h. speedometer on 70, accelerates well, and climbs hills like Old Birdlip without embarrassment. The handling naturally embraces some oversteer, but I was pleased to discover that, heavily laden, there is not too much roll and that corners can be taken fast with certainty providing the steering is made use of to persuade the car to hold the chosen course. When lightly loaded the ride is lively and there is noticeable back-axle thump.

The lightweight yet rigid body shell of the Cortina is an example of clever engineering, whatever the suspension department lacks, but there is a little shimmy or tremor, which shakes the steering column, gear-lever and seats somewhat on bad roads; I am sure the rigid back axle is responsible. The steering is otherwise shock-free, quite light, geared at four turns, lock-to-lock, of which a full turn is free play, and has mild castor-return action.

The Product Planning Manager at Dagenham, Terry Beckett, has been quoted as saying that the idea behind these Cortina estate-cars was to get away from the utility vehicle and to achieve a style that came from integrated design instead of modification of an existing car. This aim has been admirably achieved. Although it is my personal view that from certain angles the low wide grille and dropped bonnet-line over-emphasises the depth of the body sides (nor do I like the cheap mesh grille and the imitation air inlet labelled " Consul "), from most aspects the appearance of the de luxe Cortina estate-car is very acceptable, and seems to send the ladies into flights of wild enthusiasm.

The practical arrangements are equally acceptable. Loading is facilitated by the lockable, counter-balanced tail-gate with its big rear window, that leaves clear entry to the low-floor interior. It also offers protection from the rain while loading, it being possible for the average man to stand upright under it when it has swung automatically to the horizontal position. The spare wheel is accommodated in a carrier that winds down by winch from under the body, leaving an unobstructed floor.

The interior *decor* is spartan, with rubber floor covering and P.V.C. upholstery, the rear floor being ribbed metal, but of this I approve in an estate-car, which is sooner or later going to become dirty and therefore should be simple to clean.

Instrumentation is modest, without so much as a temperature gauge, and with that uncalibrated fuel gauge which, however, does indicate when the tank is nearly exhausted, which is, I suppose, the main function of such a gauge. Separate or bench front seats are optional; the test-car had the former. I sank too deeply into mine and had a poor view forward impeded by the top of the steering wheel, yet, on two consecutive days, driving without stopping for 180 and 160 miles, respectively, I could not honestly call these seats in the least fatigue promoting.

The right-hand steering column extension which carries the flashers and lamps levers at right angles to it and the horn-push on its extremity is certainly to hand. The action of the flashers-control needs some forethought (it is really entirely logical and is backed by separate indicator lights on the facia) and the lamps-control does enable the headlamps to be flashed in daylight, although this is incidental to, not a feature of, the switchgear. The horn is rather subdued, the rear-view mirror somewhat cut off but supplemented by a clear, oblong off-side wing mirror.



The popular Ford Cortina was tested in practical estate-car form.



A picture showing the load-carrying capacity of the Ford Consul Cortina in estate-car form. Although somewhat dubious, even the dog was accommodated in comfort and this aspect of the vehicle was praised by all the human occupants in a journey of 170 miles with only a brief pause.

The central handbrake lever and gear-lever are conventional, and all the better for that. The gear-change of the modern small Ford I praised last month and do so again. The changes would be fractionally faster with a less springy lever but that is of scarcely any moment on this kind of car. Reverse is very easily located, beyond 2nd-gear position.

This de luxe estate-car is available with steering-column gear-lever for those who prefer it (I don't) and can be had with the 1½-litre engine. The 1,198-c.c. 53 (gross) b.h.p. engine, however, gives very reasonable performance for a car of this type, thanks to lightweight construction. First and 2nd gears are too low, speedometer maxima in them being 30 and 44 m.p.h., but 70 comes up in 3rd, and this indicated speed is also a not unhappy cruising speed. A better indication of the Cortina estate-car's performance is, perhaps, provided by saying that leaving the E.C.1 office car-park on a Monday lunch-time, and following the A40 ring-road along Euston Road to Shepherd's Bush, and up Western Avenue, a very crawlsome exit from the Metropolis, and thence along that lorry-infested road through High Wycombe to Oxford, when only thereafter was it possible to get any sort of a move on, I was able to average 37 m.p.h. to my destination in Radnorshire without doing any more pressing-on than is usual on such solo-driving occasions. I stopped only for traffic halts, the fuel range of at least 230 miles obviating a refuelling pause. I enjoyed this lone drive more than I had anticipated, the engine accelerating smoothly but with some "power boom," the back axle tramping less than on the Anglia Super I reported on last month, but the brakes being very little better, so that it will be a relief to drive a disc-braked Cortina GT.

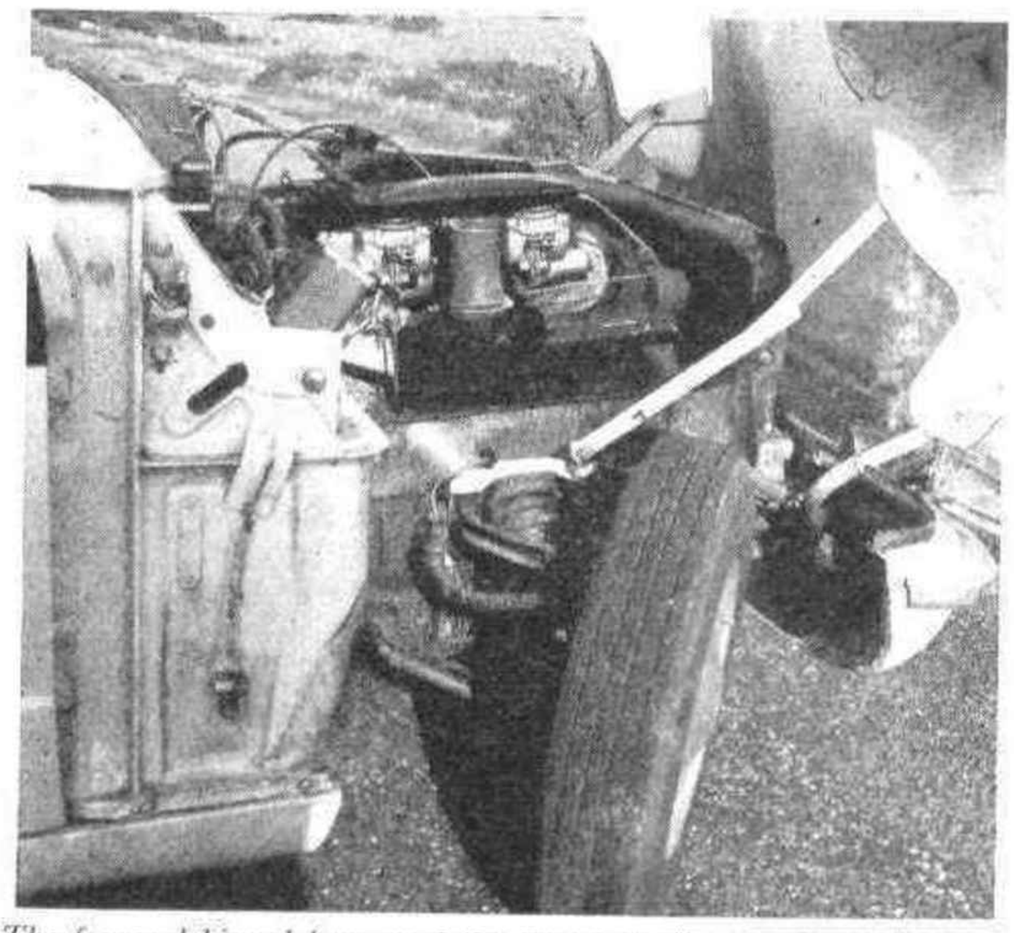
This, *the least-expensive 4-door estate-car on the market* (£683 5s. 5d., inclusive of p.t.), provides a 6 ft. 5½ in.-long 21½ sq. ft. floor area, equal to 56 cu. ft. of stowage space below window level with the back seat folded away, which renders it an extremely useful family carrier. Even with the back seat in use there is 12½ sq. ft. of floor space available, accommodating 27 cu. ft. of luggage. Straight-forward, instead of advanced, in design, the Cortina in this form I found very acceptable. In heavily-laden trim, again pressing on, fuel consumption averaged 31.7 m.p.g., or a fraction more, because a little fuel was spilt when the horizontal filler-pipe, closed by an unsecured flush-fitting bayonet cap on the off-side of the body, refused even an Eversure Fillacan. Those accustomed to carrying spare fuel should note that not even a lipped jug will fill the Cortina's 8-gallon tank. Such fuel economy is excellent and our figure an improvement on those published in some other journals. Minor controls are confined to three knobs (choke, wipers, washers) and the under-facia switch that controls panel lighting on the Anglia is for the single interior lamp on the Cortina, there being courtesy action as well from the front doors. A single (ignition) key locks all doors, the total mileometer incorporates a decimal reading, and interior stowage is looked after by a very deep lipped full-width under-facia shelf and an unlockable cubby of generous size, the lid of which drops to form a shelf. There is the usual excellent heater/demister; its twin circular hot-air vents on the facia sill are set too far from the screen extremities but do not project cold air onto the front-seat occupants. The doors shut nicely and lock from the inside handles.

I maintain that the Cortina is old-fashioned and very ordinary, even if it did cost £12-million to develop! But amongst "conventional" automobiles it has the best-selling merits of being easy-to-drive, of providing excellent basic transport and, in estate-car form, of being outstandingly well-planned, practical, durable and spacious. The test car was Goodyear-shod and finished in a handsome dark blue with grey "flashes" and silver-blue seats. After the staff had tried it the mileage had increased by 850 but the oil-level had dropped by a pint.

* * *

The next car to come up for assessment was a Triumph Vitesse. There is an exciting sense of uncertainty about Press cars requested from the Standard-Triumph organisation. As in the case of the Spitfire, reported on favourably in the April issue, so with the Vitesse. It was promised for Easter Saturday, postponed until the following Tuesday, turned out to be a TR4 in which I enjoyed 500 secure and accelerative miles, before we were asked to change this for a Vitesse. When the latter did materialise it was a hack saloon with overdrive u/s. and a tendency to clutch-slip. The proper Vitesse, a handsome white and black convertible without overdrive, was scheduled to arrive at 11 a.m., then by 1 p.m. a few days later, and eventually arrived at my Hampshire residence at tea-time. In mid-test the licence expired! The staff of the Standard-Triumph Press Section are charming people but their department does seem to be a trifle disorganised.

However, absence makes the heart grow fonder, and having waited a long time to try a Vitesse, which a friend who is particularly keen on 6-cylinder engines recommended strongly last winter, I had no reason to feel disappointed. The Triumph Vitesse Six is a distinctive and likeable car. Cecil Clutton has drawn attention to the incidence of the small six of the mid-'twenties and the intervention of the Official Receiver but later the small-capacity 6-cylinder car was revived, by Armstrong Siddeley in 1929 with their 1,236-c.c. side-valve Twelve and in 1931 by Wolseley with their 1,271-c.c. o.h.c. Hornet, etc. The Triumph Vitesse revives this line of small-car approach to smooth, flexible motoring, remembering that engine size has increased in the last three decades and that this is by far the smallest six on the British market.



The forward-hinged bonnet of the Triumph Vitesse, extremely easy to open and close, provides maximum accessibility of the small 6-cylinder twin-carburetter engine, front suspension and brakes, etc.

Then read this vivid extract from a Cintura test report by Jimmy Stewart, of Ecurie Ecosse fame.

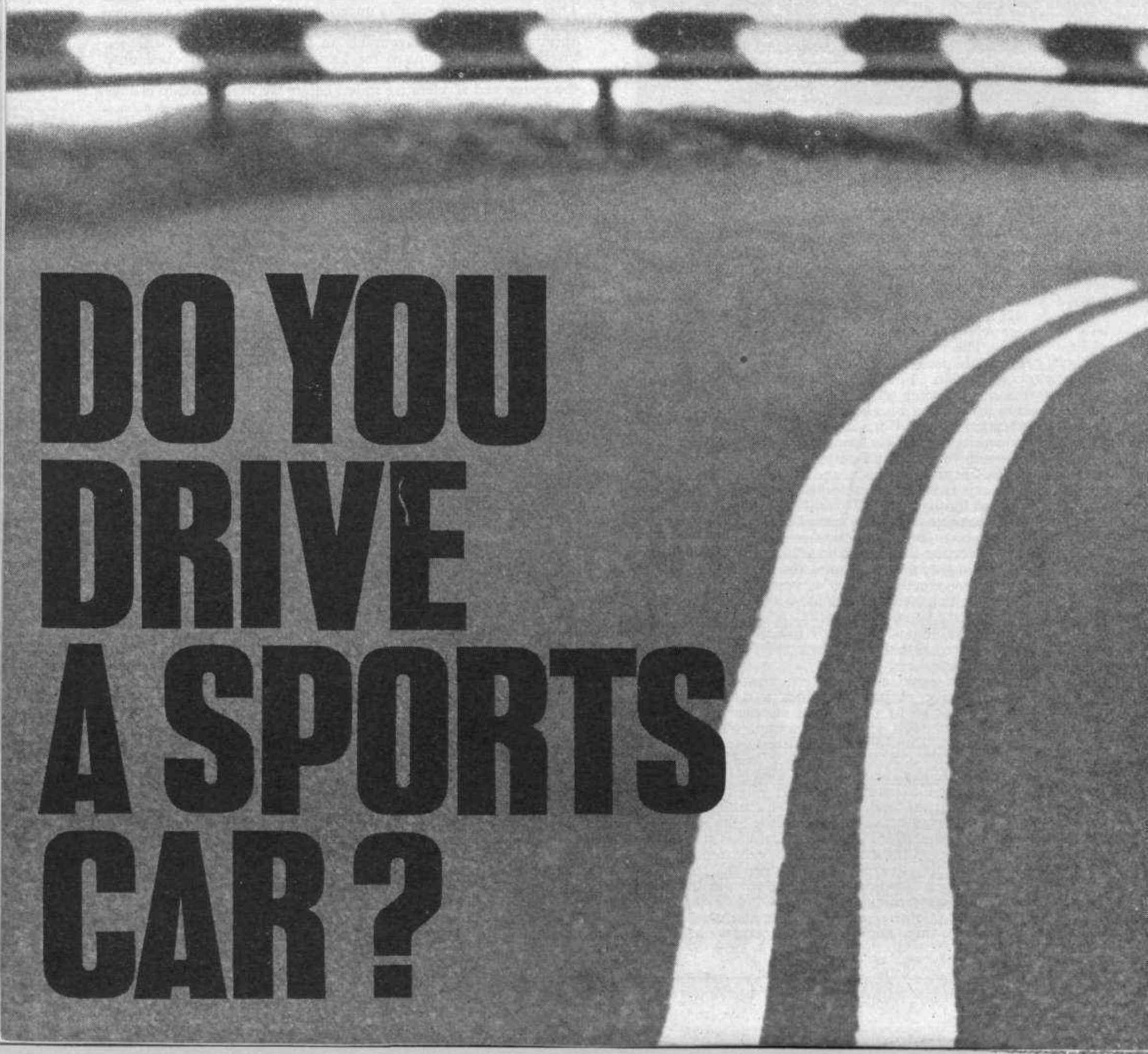
"Last Saturday morning I decided to take the E-type on Cinturas as far as Inveraray and back, 50 or 60 miles from here. The roads were wet and greasy, with occasional dry patches. I found that on the twisty sections I was travelling at between 70 and 80 miles an hour in 2nd and 3rd gear where on other tyres I would be driving at 45 and 50 mph. And in two straight sections at Loch Lomond I got a speedometer reading of 130 mph, taking it up to maximum revs in 3rd and banging it into top – then braking under racing conditions by tramping the pedal really hard, putting it right through the gears for various corners. And when I got as far as Arrochar I ran into quite a bit of snow and slush, and it was there I was really glad of the Cinturas. They almost felt like all-weather tyres."

"I'm sure the Cintura is faster in dry road conditions than any other tyre. It almost feels up to the standard of a full racing cover. It gives one the feeling that it's an entirely different tyre from anything else. It just grips so much better than any other tyre I have ever handled."

The Cintura solves three sports car problems. Jimmy Stewart's report amounts to this: the Cintura solves the three big problems of sports car tyres:

1. **Tyre wear** ("... here at last is a tyre that stands up to the driving I do.").
2. **Tyre heating** ("It seems to run extremely cool, even under the most arduou conditions.").
3. **Tyre adhesion under stress** ("I feel that the Cintura offers the absolute ultimate in safety.").

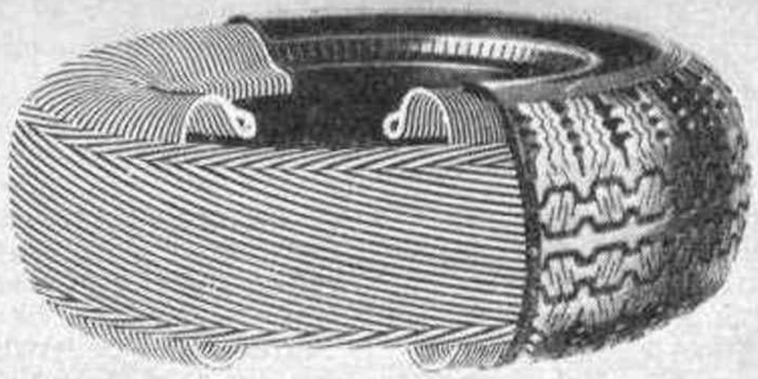
How does the Cintura solve the problem of tyre distortion at speed (which can have very unpleasant consequences)? It does so by having a built-in 'safety belt': An inextensible textile belt running right round the circumference of the tyre under the tread. It holds the tyre profile virtually unchanged even at very high speed and it gives the tyre a much more square and uniform contact area with the road.



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Send for Jimmy Stewart's full report and your free copy of the Cintura book, which lists all sports and saloon cars to which Cinturas can be fitted. See what a difference Cinturas make, even to a brilliant professional driver. If you drive a sports car, really *drive* it, there is only one make of tyre for you. In Jimmy's own words: "I think Cinturas will improve the characteristics of *any* sports car!"

The standard Cintura:
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Make of car _____

Usual garage _____ ST/A



It has much in common with the Triumph Herald, that progressively-improved little Britisher now available in 12/50 form, but the Vitesse uses a 66¾×76 mm. (1,596 c.c.) push-rod o.h.v. small 6-cylinder engine developing 70 (gross) b.h.p. at 5,000 r.p.m., using twin Solex carburetters and a c.r. of 8¾ to 1. There are Girling disc brakes on the front wheels, available also on the Herald.

The 6-cylinder engine, borrowing ruggedness from the renowned Vanguard Six, is the most charming feature of this compact and stylish convertible. It is extremely smooth, responds well to the throttles, and provides pick-up in the order of 0-50 m.p.h. in 12 sec., 0-60 m.p.h. in just under 18 sec., and a s.s. ¼-mile in 20.8 sec. It also runs silkily up to over 30 in bottom, over 50 in 2nd and over 70 in 3rd gear, and does so silently except for a business-like gear whine from the gearbox and a deep exhaust boom when accelerating, a manner of performing that I found very enjoyable. Especially impressive is the top-gear pick-up; 30-50 m.p.h. in 10 sec., for instance.

Moreover, added to this silent, smooth 6-cylinder acceleration was the pleasure of having an openable car for the first decent weather we have had this year. The hood of the Vitesse convertible is well-contrived, keeping out heavy rain in spite of the hoodlining showing some porosity, being free from drumming with the windows closed, and going up and down with alacrity.

All that is necessary is to break the screen-rail toggles and fold the top away into the well behind the back seat. The hood rails break and make automatically and there is no stretching to be done. Wind-up side windows in the 2-door body, with large quarter-lights, provide ventilation or protection, to choice. I rate this an excellent convertible, definitely with a one-man hood.

The body, of course, is small, so that rear-seat accommodation is cramped for two normally-developed adults. But the separate front seats are comfortable if somewhat hard, and a fairly large lockable cubby-hole is supplemented by flush-fitting door pockets and a shallow well above the gearbox. When the top is up there is a big well behind the back seat, and the lockable luggage boot is of reasonable size. Highly polished wood for facia and window-cappings, thick carpets, and upholstery in P.V.C. that is a passable imitation (in appearance) of leather stamp the Vitesse as a car for Britons. The controls comprise a rather scattered series of knobs bearing International symbols, and instrumentation is almost skimpy, a single dial sufficing as speedometer (calibrated in k.p.h. as well as m.p.h. and with total and trip odometers), fuel gauge and concentration of warning lights. Stalks for lamps (left) and flashers (right), the lighting first being switched on from the facia, are provided. An under-facia interior lamp has a cranked switch-lever, and courtesy action when the wide doors are opened. I would have liked a temperature gauge, if not an oil gauge.

The gearbox is controlled by a splendid little central floor lever, rigid and well-placed, which changes gear nicely if a shade notchily, the non-synchromesh bottom gear being not too difficult to engage from rest and reverse going in easily when the lever is depressed and thrust beyond 1st-gear position. The pull-up handbrake is conventional. The pedals are very much off-set, which I do not like, although actual discomfort did not result.

The Vitesse has the enormous steering-lock, and thus the taxi turning circle and accompanying tyre-scrub of a Herald, the Herald's tendency for the swing-axle to breakaway rather suddenly on fast corners, firm but quick steering (just under 3¾ turns, lock-to-lock, but using normally only about half of it) that transmits severe kick-back over bad surfaces, and suspension that provides a good firm ride at the expense of body tremors over poor roads and understeer until breakaway is reached.

I was not able to do as much testing as I would have wished due to the delayed arrival of the Press car, but what driving I did do I enjoyed, the Triumph Vitesse impressing me as a rather old-fasnioned but essentially honest motor-car, with a very nice engine. Because this 1½-litre power unit is installed in a car intended basically for a 1,100-c.c. engine performance is effortless, top speed being above 87 m.p.h. The Vitesse also has the merit of being a car of considerable character, with such modern items as aluminium front bumper, dual headlamps, that Herald-type forward-hinged bonnet that gives almost 100% accessibility of engine and front suspension components, the rather pointless boot-located Herald reserve fuel tap trapping 6 pints in the near-side located 8¾-gallon fuel tank, and distinctive lines.

There is a good heater/demister, although the demisting is the more efficient. The test car rode on Dunlop C41 tubeless 5.60×13 tyres. The brakes are better than they feel, the engine a prompt starter. Fuel consumption, checked under adverse conditions came out at 23.3 m.p.g. of normal Esso premium petrol, and under more favourable circumstances 27.1 m.p.g. was obtained, giving an average of 25.2 m.p.g., which is fair enough, remembering that there are six cylinders. In a total test mileage of 950, just over a quart of oil was consumed.

In conclusion, I like this 6-cylinder 1½-litre Triumph Vitesse. The engine is so dynamo-like and unobtrusive that I look forward one day to driving the overdrive version. Meanwhile, for those seeking a " different," compact convertible, this car is good value at £784 15s. 5d., inclusive of heater and p.t.

Finally, the Assistant Editor comments below on the latest Austin Healey 3000.—W. B.

* * *

The latest version of the big Healey has rather more home comforts than its predecessors as it now sports wind-up windows and a more easily managed hood which can be raised and lowered from within the car. Mechanically the car is not greatly altered, but the number of carburetters has been reduced from three to two without loss of power—in fact there is a slight gain—the front suspension has been stiffened slightly and the gear-lever now sprouts from the centre of the gearbox tunnel and not from the side as on previous models.

These changes have not made much difference to the character of the 3000, which retains those features which have made it a best seller all over the world. The 3-litre engine does not object to being lugged down to 1,000 r.p.m. in overdrive top gear and will pull away again quite smoothly to the accompaniment of gobbling noises from the S.U.s. These were obviously not in proper tune during our test as a flat spot was evident which spoiled acceleration somewhat. The gearbox has the same slow change which cannot be hurried unless the driver can put up with the clashing of gears, while the rather heavy clutch pedal needs full depression before the clutch frees. However, once on the move out of town it is seldom necessary to drop below 3rd gear unless in a real hurry, and the overdrive on 3rd and top proved to be of real value.

The Healey reaches 100 m.p.h. quite easily and rapidly and will cruise all day at this speed with the engine turning over at around 4,000 r.p.m. in overdrive top. The engine is reasonably quiet at these speeds but the sealing between windows and hood is ineffective, giving rise to a great deal of wind roar which precludes conversation or use of the radio.

Several problems with the old Healey have not been eliminated in the latest version. The exhaust pipe still strikes the ground on quite mild bumps when driving fast and on warm days the interior of the car becomes uncomfortably hot despite the use of the cold air ventilation, and in the rush hour in Oxford Street the engine almost reached boiling point although on the open road it runs distinctly cool at under 160° F.

The driving position is not ideal, the back-rest being too upright so that driver and passenger begin to squirm with discomfort after 50 miles or so. The steering wheel is also rather large but the steering is not unduly heavy at speed and reasonably high-geared, so that the car can be cornered very rapidly indeed with little effort and virtually no body roll. Due to some lost motion in the steering linkage the car tended to wander at high speed and called for small corrections.

Despite these various criticisms the 3000 is still great fun to drive, the long striding gait being especially useful on long trips, on which it is possible to average 50 m.p.h. quite easily. We did not take performance figures for the Healey as it is very similar to the last model we tested but it should be capable of 0-60 m.p.h. in 10 sec. and we saw 120 m.p.h. on the speedometer on several occasions. Fuel consumption worked out at 18 m.p.g.—M. L. T.



The latest Mk. II Austin Healey 3000 with wind-up windows.

WHAT ARE THE SMALL FIRMS DOING?

(Part 3)

Concluding our survey into the activities of Britain's smaller motor manufacturers. This month we deal with Rochdale and Gilbern.



The Phase II Rochdale Olympic

ROCHDALE

THE Rochdale Olympic shares, with the Lotus Elite, the distinction of being the only car to have a unit construction chassis moulded completely in glass-fibre and when we road-tested the prototype car in 1961 (June, 1961 issue) we were surprised to find an extremely stiff chassis/body unit with a good finish which handled well and gave impressive performance with the Riley 1.5 engine. Since then the Company has moved to new premises and has been turning out some five cars a week, which has kept the small firm pretty busy. However, development work has not stopped and although the basic formula is being retained a number of modifications have been incorporated into the Phase II model which was shown for the first time at the Racing Car Show.

Perhaps the most important change is in the use of the 1½-litre five main bearing Ford Classic engine and all-synchromesh gearbox which brings the Rochdale into line with many other kit car builders who are abandoning the B.M.C. "A" and "B" series engines in favour of the rugged 105E and 116E units from Fords, whose Engine and Special Equipment Dept. is helpful to the smaller manufacturers who wish to use their products. The Riley 1.5 or M.G. engine is still available but as the Ford unit is some 90 lb. lighter and is available with many tuning modifications this is the engine chosen by most buyers. The engine supplied with the kit is standard except for cylinder head modifications which bring the power output up to 75 b.h.p. Rochdale have recently received three of the Cortina G.T. engines which deliver 83.5 b.h.p. at 5,200 r.p.m. and are in the process of installing one in a car for test purposes.

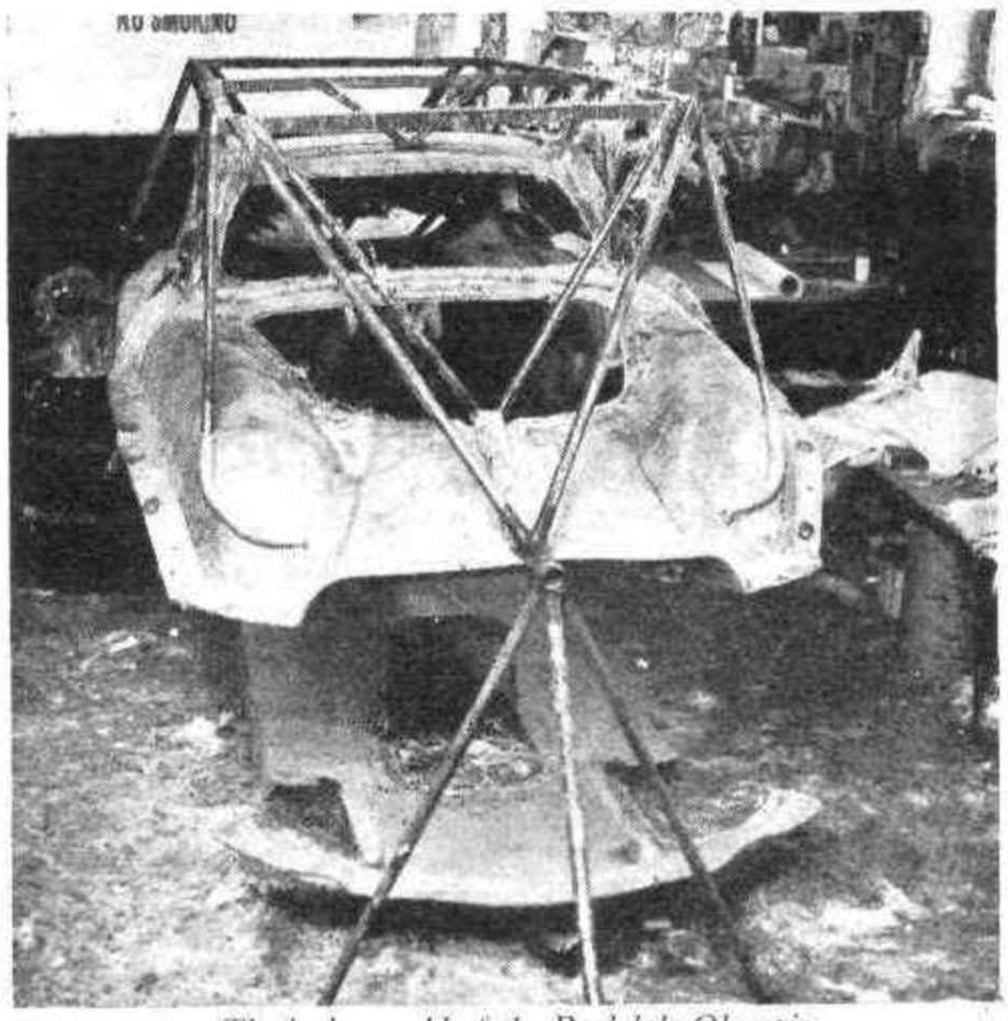
Another modification on the Phase II model is the use of the Triumph Spitfire front suspension in place of the Riley torsion bar suspension. This layout utilises wishbones and coil springs with telescopic dampers and an anti-roll bar supplied by Rochdale. With this suspension come 9 in. dia. front disc brakes which are now standard equipment. Mounting points for the new suspension are bonded into the chassis.

The rear axle remains a B.M.C. unit, located by twin radius arms and a panhard rod, suspended on coil springs with telescopic shock-absorbers. Experiments are being made with a simple swing axle type of rear suspension made by cutting the normal B.M.C. axle and mounting the differential unit on the chassis but Rochdale are loath to change a good rigid axle for an indifferent independent layout and there is no intention to change for the time being.

The remainder of the changes of the Phase II model are in the nature of improvements found desirable after three years of production with the Phase I. Perhaps the most important is a rear top-hinged door *a la* E-type which gives much easier access to the luggage space. By mounting the spare wheel underneath the floor of the car and fitting twin five-gallon petrol tanks more space has been found for luggage and in fact two small seats can be fitted in the rear compartment if desired.

Interior trimming has been greatly improved with a veneered facia panel and a central console for switches, while the facia edges are padded and covered with leathercloth. An interior light is now fitted and windscreen washers are standard. The bonnet of the Olympic is now slightly wider and the engine compartment layout has been improved for better accessibility. An electric cooling fan is also fitted in front of the radiator.

Homologation has just been applied for with the F.I.A., the engine being the 116E, which, of course, places it in a very hotly contested category but as several customers wish to race the Olympic, Rochdale directors F. Butterworth and H. Smith decided to have the car homologated. A good deal of interest has been shown from America in the Rochdale and arrangements are being made for exporting to the U.S.A. The bulk of sales,



The body mould of the Rochdale Olympic

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Rochdale body/chassis units being finished.

however, come from England where the car is available in kit form at £735 although it can be obtained for £930 completely assembled, and quite a number are to be seen on the roads.

The factory is laid out on two floors in its new premises (the first was destroyed by fire) the glass-fibre moulding being done on the ground floor and the mechanical work on the upper floor. The moulding of the Olympic is a patented process as it is the only glass-fibre car body which is moulded in one piece in the mould complete with the undershield. All minor glass-fibre parts like wheel arches and bulkheads are then bonded in while the shell is still in the mould. A steel tube passing over the windscreen is also bonded in during this process, for added safety in a roll-over accident. The Lotus Elite, the only other all glass-fibre car, is moulded in a number of separate pieces which are then bonded together.

The car is then passed to the trim shop where the car is fully upholstered and all electrical parts, lamps wiring loom, brake and petrol pipes are fitted and the rear axle is also fitted as this makes transportation for the owner an easier proposition. Assembly is then merely a matter of fitting the front suspension, engine and gearbox, wheels and various minor components. Rochdale claim that 50 man-hours will suffice to complete the car in every detail.

Rochdale have certainly proved that a monocoque car in glass-fibre is a workable proposition and we shall be road-testing a car fitted with the 1,500 c.c. Cortina G.T. engine in a future issue. Details of the Olympic from Rochdale Motor Panels, Littledale Street, Rochdale, Lancs.



The opening rear window of the Phase 11 model showing the veneered facia panel.

GILBERN

The Gilbern is rather unusual nowadays as it is a genuine 4-seater Grand Touring car sold at an economical price. Since the demise of the Peerless and the Warwick there has been no 4-seater of this type and judging by the demand for the Gilbern there is an obvious place for a car in this class. The Gilbern is also unique because it is built in Wales and is undoubtedly the only car being produced in quantity in this country. The small factory of Gilbern Sports Cars is situated in the town of Llantwit, near Pontypridd at the southern end of the Rhondda Valley, having originally started some three years ago behind a butcher's shop in Llantwit!

The idea was to provide a 4-seater G.T. car of good finish with the majority of components from a production car so that servicing would be no great problem. There was no intention to cater for the competition motorist and so greater attention was paid to strength and interior trimming rather than building down to a price. The components eventually settled on were from B.M.C., the first cars having the Austin A40 front suspension with the "A" series back axle and the choice of either the "A" series or the M.G.-A engine. However, the aim was for greater standardisation than this and eventually the M.G.-A front suspension, rear axle and engine were standardised for the kit. Last year, of course, the M.G.-B replaced the M.G.-A and this has resulted in a few minor modifications. The 1,798 c.c. engine is mounted 11½ in. further back in the frame to improve weight distribution and to give better accessibility round the front of the engine. Slight modifications were called for at the rear end as the M.G.-B differential casing is slightly larger than that of the M.G.-A.



The Gilbern G.T. . . . Wire wheels are standard.

The chassis of the Gilbern is of the multi-tubular type with large square section tubes. The chassis side rails are kept low to avoid obstructing entry and exit. The beefy chassis has plenty of excess strength despite not being fully triangulated as the purists insist. This chassis strength is important as the body is not required to carry any stress. The body is moulded in one piece in glass-fibre and is sprayed in nitro-synthetic enamel to a very high finish. One failing often found on glass-fibre bodies is the poor fit of doors due to dropping. This has been alleviated on the Gilbern by hingeing the doors, bonnet lid and boot lid on the chassis frame giving the mounting points great strength and alleviating unwelcome local stresses on the glass-fibre body. It is possible to swing the weight of a man on the doors of a Gilbern without impairing the fit in any way. In any case if the doors do settle the hinges are easily adjustable for height. The doors, boot lid and bonnet lid are all double-skinned as Gilbern place great importance on the appearance of the car when these lids are lifted.

Glass-fibre is also used as an undertray-cum-floor, great attention being paid to water sealing. The front bulkhead is of glass-fibre and the rear seat pan and bulkhead are also of this material.

Mechanically the car is M.G.-B all the way through; the front suspension is standard M.G.-B with wishbones and coil springs, 10¾ in. disc brakes and rack-and-pinion steering. The M.G.-B. rear axle is located by twin radius arms on each side and by a panhard rod, with inclined Woodhead Monroe coil spring/shock-absorber units providing the springing. By using the M.G. units

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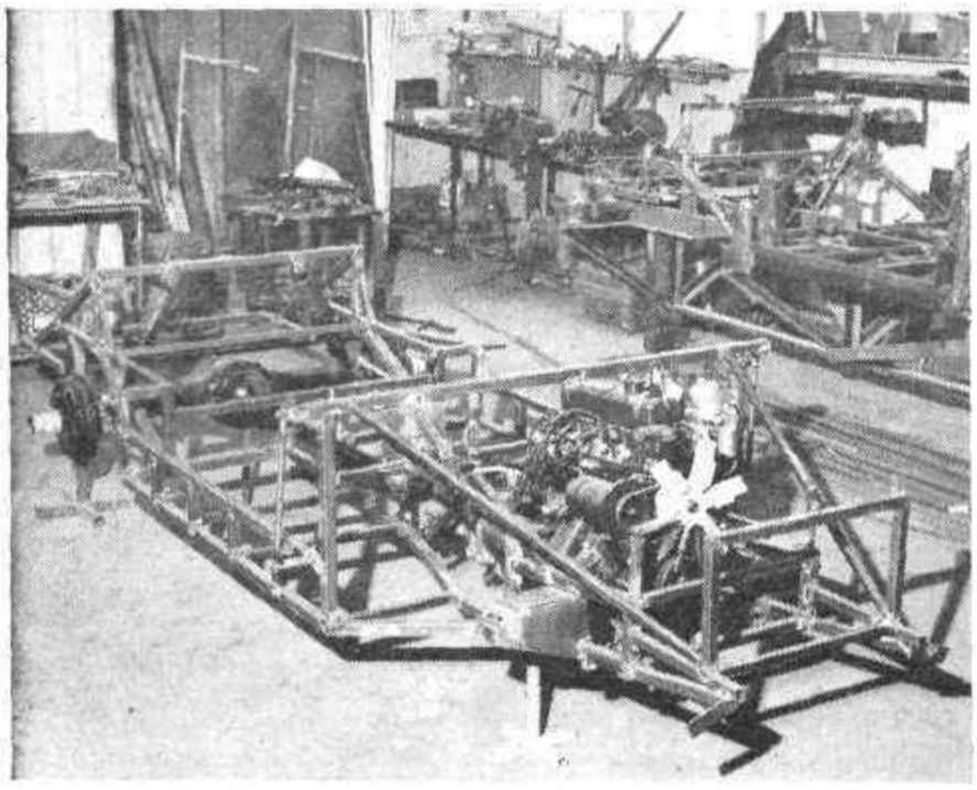
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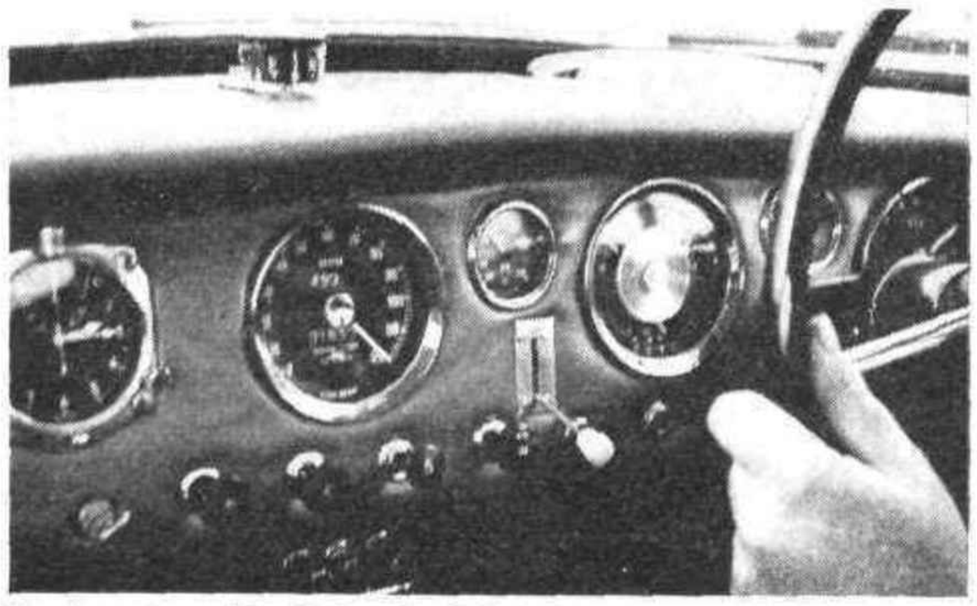
The square section steel chassis of the Gilbern showing the M.G.-B engine in position.

the hubs come with splines so wire wheels are used as standard equipment with Borrani wheels as optional extras.

The engine is supplied in standard trim, giving 95 b.h.p. at 5,400 r.p.m. although an aluminium cross-flow head with twin Webers is a listed option. The gearbox is supplied in standard form with a 3.9 : 1 final drive ratio but Gilbern prefer to supply the car with the optional overdrive as they feel this improves the high speed cruising ability of the car to a great extent.

The interior is lavishly trimmed by any standard, all this work being done at the factory before the kit is despatched. The front seats are glass-fibre mouldings with well-shaped back rests, which are hinged to provide access to the rear seat. Extensive sound proofing is used and pile carpeting is standard, while instrumentation is most comprehensive.

Gilbern have found that the car sells best to professional people such as doctors, lawyers, etc., who have owned most of the popular cars and require something different which their friends won't recognise. They have even been approached by the Sultan of Perak for a car. There were no complete cars for us to try at the factory but a nearby owner, well-known rally driver Lyndon Sims, who lives in Brynmawr, agreed to let us try his car. Taking us out to the new stretch of the Heads of the Valley road he



During a short drive in Lyndon Sims' Gilbern we were able to discover that this M.G.-A-engined car was quicker than an Austin Healey 3000. In this picture the speedometer is reading 120 m.p.h.

challenged us to an impromptu "drag race" on the wide new road with the Austin Healey 3000 Mk. II which we were road-testing at the time. As his car is fitted with the old 1,600 c.c. M.G. engine we anticipated no trouble in losing the Gilbern but the Gilbern went into an immediate lead and it was not until the Healey was showing 5,000 r.p.m. in overdrive top, and 120 m.p.h. on the speedometer that it showed any sign of catching the Gilbern. Certainly the Gilbern is a genuine 100 m.p.h. car and has acceleration which can see off a Healey 3000 so even if it is designed with luxurious touring in mind it is no sluggard. A brief drive in the car showed it to be notably well finished and commendably quiet except for a gear-lever vibration and a whistle caused by the radiator grille which is being modified to prevent this. We look forward to much longer acquaintance with the Gilbern.

The painstaking work which goes into the car means that at present each car takes some nine days to finish and with orders in hand this would mean that customers could wait over a year for their car. However, extra staff is being taken on to reduce this time to around five days per car. Negotiations are going on with the German M.G. distributor to handle the Gilbern over there and it is likely that they will require 100 cars a year. A London distributor is being appointed shortly so that demonstrations can be made in the London area. Details can be obtained from Gilbern Sports Car (Components) Ltd., Pentwyn Works, Llantwit, Nr. Pontypridd, Glamorgan.

AINTREE 200

AINTREE, *April 27th.*

ENTRIES for the annual Aintree 200 race came from the usual British works teams and private owners with no intervention from abroad. B.R.M. sent two cars for Hill and Ginther, both being 1962 chassis with modified engines, Team Lotus brought two cars for Clark and Taylor, Clark's being the car with which he won the Pau and Imola G.P.s with short-stroke Climax fuel injection engine, while Taylor's was the 1962 carburetter model. Two Coopers came from the factory, McLaren's being the 1963 model with angled anti-dip wishbones and the driver's seat also doing duty as the fuel tank. Maggs had the slightly modified 1962 car, both models having the short-stroke, fuel injection engine. Jack Brabham had a 1962 Brabham fitted with the new Climax engine, B.R.P. their regular Lotus-B.R.M.s, Reg Parnell his V8 Lola for Chris Amon and V8 Lotus for Jimmy Blumer, while the rest of the entry was formed by the regular private entrants with their regular cars.

Practising took place in good weather on Friday and the old lap record of 1 min. 54 sec., held by Jimmy Clark, soon began to take a beating, Clark himself actually being fastest in 1 min. 52.4 sec., followed by Jack Brabham who did 1 min. 53.2 sec. and then burned a piston, putting himself out of the race. Innes Ireland seems to have taken on a new lease of life with the Lotus-B.R.M. and he made the front row of the grid with 1 min. 53.4 sec., putting the two works B.R.M. drivers back into the second row, both Hill and Ginther having recorded 1 min. 53.8 sec.

On Saturday a good crowd watched three preliminary races in rather wet conditions but after lunch the sky brightened a little and the track was almost dry when the F.1 race started. Unfortunately Jimmy Clark's battery refused to start his engine and he was left on the line when the rest of the field stormed away. The car was pushed to the pits, where a new battery was fitted, but the whole field had completed a lap, and the leader, Hill, over 1½ laps before Clark rejoined the race. This was, of course, an insurmountable task even for Clark, especially in 50 laps, but he set about the job in no uncertain fashion and he was very quickly on the same lap as some of the tail-enders. Meanwhile Hill and Ginther were holding a tenuous lead from Ireland and McLaren, with Trevor Taylor in fifth place, well clear of Chris Amon, Jimmy Blumer and John Taylor in Bob Gerard's remarkably quick Cooper-Ford. On lap five Ireland passed Ginther and began to close on Hill, but the World Champion drove just hard enough to keep the pale green Lotus at bay. All the same, B.R.M. must be regretting ever selling an engine to B.R.P. for Ireland finished third at Snetterton and first at Goodwood, while he appeared comfortably in second place at Aintree. On lap nine, McLaren, in the very noisy Cooper, passed Ginther into third place but Ginther, who usually seems to start well then gradually drop back through the field, only allowed this to continue for three laps and then re-took third place. Already five cars had retired, but most attention was riveted on Clark's lone drive in the Lotus. Then came the moment which really put some life into the race as the Lotus pit signalled to both Taylor and Clark to come into the pits, Taylor being on his 18th lap and Clark on his 16th. They sensibly called in Clark first so that he was waiting as

Continued on page 456



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Small-Car Topics

A Section Devoted When Deemed Necessary to Cars the Engine Capacity of which does not exceed 1,000 c.c.

NEW 875-c.c. REAR-ENGINED O.H.C. HILLMAN IMP FROM ROOTES' SCOTTISH FACTORY

ON May 3rd the rumours and counter-rumours about Rootes' great gamble, the Hillman Imp small car to be built ultimately at the rate of 150,000 a year at a brand-new and very modern factory on a 278-acre Rootes' site at Linwood near Glasgow (where rurality has been sacrificed to build virtually a new town) were quelled, for this was the announcement date. Prior to this one French paper and two English monthly motor papers had " jumped the gun " with illustrations and technical information and a weekly contemporary had courteously changed its publication date by a day in order to carry a description of this interesting new small car.

The release date was unfortunate for MOTOR SPORT, nor were we invited to the opening of the new factory by H.R.H. The Duke of Edinburgh on May 2nd, although I have seen most of the big European car-producing plants. After driving to Ryton-on-Dunsmore for the announcement I drove an Imp a mere ten miles; I had been unable to persuade the Rootes Group to let me have a pre-announcement road-test car. I set down these points in order to explain why the following account of this much-discussed newcomer to the ranks of British small cars is more abbreviated than I would have wished.

The project began some five years ago with a smaller-engined prototype and developed at a cost of some £2-million, has evolved into an 875-c.c. rear-engined 4-seater saloon which is to be built in basically one form at the Linwood works, giving initial employment to 5,000 people. The object is to provide very economical and practical transport of a thoroughly reliable nature, and for the time being the Hillman Imp will not be officially entered for competitions. I think its first rally appearance on a " works " basis will be in the 1964 Monte Carlo Rally.

Outstanding aspects of this little car, which costs £532 4s. 7d. in de luxe form, inclusive of p.t., are a light-alloy 4-cylinder o.h.c. in-line 3-bearing water-cooled " oversquare " engine of Coventry-Climax origin laid almost horizontal in the rear boot, an all-synchromesh 4-speed gearbox, i.r.s. by trailing-links instead of the customary swing-axles, i.f.s. by unusual bowed swing axles, coil-springs and telescopic dampers all round, oil-sealed rack-and-pinion steering, 8-in. dia. drum brakes, 12-in. wheels shod with Dunlop C41 tubeless tyres, a 6-gallon fuel tank under the floor of the front luggage boot, and a 2-door body, built by Pressed Steel at their plant opposite to the Linwood factory, which embodies several ingenious features. It is broadly true to say that the Imp has borrowed something of N.S.U. Prinz styling, a touch of Austin A40 Countryman, the cooling system of the Fiat 600, the heat-exchanger of a Simca 1000, the rigid interior stowage pockets of a B.M.C. Mini and B.M.W. rear suspension. Broadly, I emphasise. The ordinary Imp is priced at only £508 1s. 3d., p.t. paid, the basic price a mere £420, of which the light-alloy power unit accounts for some £230. It is undercut by the B.M.C. Mini and Mini Super de luxe, Citroën Bijou, Fiat 500D, Fiat 600D, Renault 4 and 4L, and in de luxe form, additionally by the B.M.C. Mini Countryman, Ford Anglia, M.G. Midget, Morris Minor 1000, Moskvitch 407 (by 2d.), N.S.U. Prinz 4 de luxe, Bianchina, and Skoda Octavia.

The engine really is a light-alloy unit, block, head, sump and and all major castings being of high- or low-pressure die-castings made in a 65,200 sq. ft. aluminium die-casting plant unique in British Industry. Gearbox and clutch housing are also of light alloy. The 875-c.c. engine is expected to be used for several years, but a more powerful (2-carburetter?) version may be developed, when the Imp should be exceptionally fast, reminiscent of those B.M.W. 700s that trounced the Minis at Silverstone some years ago. The normal unit, with a bore and stroke of 68 × 60.3 mm., has the high c.r. of 10 to 1, a single automatic-choke Solex



MADE IN SCOTLAND.—The new 875-c.c. Hillman Imp photographed symbolically with the Forth Bridge as a background, reminder that this pioneer British rear-engined baby car is being mass-produced at a new factory in Scotland. So far we have not been able to fully road-test an Imp and consequently no critical but honest, MOTOR SPORT *report on the little new comer will be found in this issue. Surely the Hillman's designers have nothing to hide? All we can publish at present is the accompanying description, which under the circumstances we are inclined to regard as more than Rootes deserve!*

30 PIHT carburetter, and develops 42 gross b.h.p. (39 net b.h.p.) at 5,000 r.p.m. and a maximum torque of 52 lb./ft. at 2,800 r.p.m. An o.h. camshaft (chain-driven) was desirable with the light-alloy construction and the latter was necessitated by the longitudinal rear mounting of the in-line engine. The engine weighs 170 lb., the transmission unit, with oil, 65 lb.

Cooling is by a radiator set beside the engine on its near-side, *a la* Fiat 600 and Simca 1000, with a 9-blade polypropolene fan cowled into it. There is a centrifugal pump and the coolant capacity is 6¾ pints. The sump holds 5½ pints of oil.

The drive goes *via* a very light 5½-in. Laycock diaphragm clutch to a delightful gearbox controlled by a short central floor lever, giving ratios of 16.6, 8.9, 5.7 and 4.13 to 1, top being indirect. Final drive is by hypoid crown-wheel and pinion and half-shafts with rubber couplings and universal joints. *There are no greasing points on the car and routine servicing is required only at 5,000-mile intervals.* The speedometer cable is driven from a front wheel and Rootes claim to have taken steps to ensure that it is not liable to breakages. Dunlop pneumatic throttle operation is an interesting item of detail.

The Hillman Imp has a wheelbase of 6 ft. 10 in., is 11 ft. 7 in. long, turns in 30 ft. 6 in., the steering calling for 2⅞ turns lock-to-lock, and has a dry weight of fractionally over 13¼ cwt., equal to 61 b.h.p./ton. A small Lucas 12-volt 32 amp. hr. battery, fuse-box and starter solenoid are accessible on the off-side of the engine compartment. The plugs are very accessible on the inclined engine, the dip-stick rather less so, and difficult to read. Tyre pressures are 15 lb./sq. in. front, double this at the rear, and Rootes say the suspension is susceptible to " tuning " by those who like to fiddle.

The 2-door saloon body has winding windows and simple quarter-lights in the doors, fixed rear side windows, but a lift-up rear window to facilitate loading or carrying difficult-size objects. The rear-seat squab folds flat to give 12½ cu. ft. luggage space, with another 4 cu. ft. between front and rear seats. Normally, the front boot holds over 3 cu. ft. of luggage, the well behind the back seat in excess of 5 cu. ft. Fuel filler and brake-fluid reservoir are on the leading edge of the front boot, the water filler on the radiator and oil filler on the valve cover. There is a small interior lamp on the screen-sill, with neat push-pull switch, a good mirror and twin soft vizors, but no courtesy action of interior lighting. The engine compartment closes easily and when

open is lit at night. The front seats are separate, tipping to provide access to the rear bench seat. Pedals are off-set and the wheel arches intrude into the front compartment. There is carpeting on the floor and interior stowage borrows Issigonis' idea of four rigid side wells (longer, shallower, more rigid than on a Mini) and a lipped under-facia shelf. A hooded 90-m.p.h. speedometer incorporates the usual warning lights and odometer with decimals, and a slow-reading fuel gauge. Two convenient stalk controls close to the 2-spoke steering wheel look after (left) dipped and main headlamp beams and daylight flashing, and (right) turn indicators and horn. Very clearly labelled heater settings are provided for the single control adjacent to the driver's left foot, supplemented by a fan-switch on the facia and volume lever on the screen sill. Flick switches select lamps and wipers, with a rubber washers' button on the left side of the speedometer nacelle. Some of these switches are rather scattered considering their complementary functions. In lieu of back side window vents there is venting above the rear window. Knee and head room is restricted in the back seats. Some items apply only to the de luxe model.

It is interesting that the complete power pack can be removed by experts in ten minutes and trolleyed away on its own back wheels, and can be taken out and replaced in an hour by a service station.

The total pre-view run amounted to 40 miles of fairly normal terrain, but in this distance I judged the ride of the Imp to fall somewhere between that of a Mini and a Morris 1100, and the handling qualities to be very good, but inferior to those of a B.M.C. front-drive small car. There appeared to be understeer on trailing or steady throttle, which changed to oversteer as power was turned on. Some fan-noise was evident. The gear-change is absolutely outstanding and the ride round fast corners notably flat. The speedometer is marked with cautious maxima of 20, 34, 50 and 80 m.p.h. in the gears but indicated speeds of 30, 50, 70 and 80 m.p.h. come up very readily. The test car had safety belts. At speed there was considerable shake at the facia and steering wheel.

Rootes claim acceleration figures of 0-30 m.p.h. in 6 sec., 0-40 in 9½ sec., 0-50 in 15-15½ sec. and 0-60 m.p.h. in 23-24½ sec., and in top gear 20-40 in 13-14 sec., 30-50 in 14-15 sec. and 40-60 m.p.h. in 18-19 sec., in which cog it is possible to slog away from 10 m.p.h. Such acceleration should just about dispose of opposition from normal B.M.C. Minibricks. 1,000 r.p.m. in top gear represents 15.3 m.p.h. so that at 70 m.p.h. (the claimed maximum is 75 m.p.h.) the engine is doing 4,600 r.p.m., and at the same speed in 3rd gear 6,400 r.p.m. Rootes say that it is difficult to make petrol consumption, not necessarily of 100-octane fuel, fall below 40 m.p.g. and that at high but steady speeds on Canadian throughways over 50 m.p.g. is being obtained.

Mr. Peter Ware, Chief Executive Engineer of the Rootes Group, conducted a very fair Press Conference about this new Hillman Imp from which it is obvious that the design team set its sights high, believes implicitly in a rear-engine location, trailing-link i.r.s. and water cooling, and has tested the little car, the first automobile to be made in Scotland for thirty years, with great thoroughness, at M.I.R.A., in Canada, Scandinavia, Switzerland, Spain, Kenya, France and Germany, as well as on home ground.

When an Imp is put at MOTOR SPORT's disposal for a sufficiently long period I hope to submit it to a proper road-test and appraisal on the test track.—W. B.

Press Comments on the Imp

Until we conduct a road-test of our own on the much-discussed "belated British pocket Volkswagen" (with apologies to Wolfsburg) we can but summarise the findings of the two privileged Trade journals which were allowed to carry full test reports in their release-day issues. It appears that if the handbook instructions are adhered to the Hillman Imp has maxima in the gears of only 20, 34 and 52 m.p.h. and a top speed of 70 m.p.h. It exceeds its maker's creditable acceleration figures but the fuel consumption claims may prove optimistic; the first journal to fully test an Imp obtained an overall figure of 38.1 m.p.g. Their criticisms were confined to fuel starvation on M1, the need for a pint of water every 300 miles or so (which should make exponents of air-cooling smile broadly!), occasional stalling when the engine was hot, almost too-light throttle action causing snatching on rough roads, poor geometry of the pendant clutch pedal, extraordinary vibration and shaking over *pave* and washboard, together with suspension noise and violent jolts over pot-holes, lack of structural rigidity in the scuttle, resulting in shaking of this, the instrument panel and steering wheel (which we also experienced), need for brake adjustment in 1,000 miles, a shallow front-boot, a rather high driving position, steering column too close to the brake pedal and rather broad screen-pillars.

The second full test report to be published was far more favourable, although scuttle and steering shake, limited luggage space in the front boot, a tendency for the engine to stall occasionally, a lot of steering kick-back on rough roads, heavy steering towards full lock, good average brakes that lost power down a steep ½-mile hill and after a water-splash, some fan and road-wheel noise, insensitive heater control and possibility that dust and fumes may be sucked in at the back window, were mentioned. This report included a table comparing the Imp with four competitive cars. On maximum speed the Imp just beat the Ford Anglia, on fuel consumption it was last behind the B.M.C. Mini, Anglia, N.S.U. Prinz 4 and Simca 1000, but it scored notably on 0-50 m.p.h. acceleration, leaving the Anglia nearly 2 sec. behind, and tied with the Mini in respect of 20-40 m.p.h. top-gear acceleration. If, however, the Renault R8 is included, it vanquishes the Imp on speed, and 0-50 and top-gear acceleration. Overall fuel consumption was 35.1 m.p.g. and London rush-hour traffic brought this down to 25 m.p.g.

We prefer to form our own opinions but, writing before we have driven an Imp for a four-figure mileage, it seems as if the baby Hillman has a very good engine, a superb gearbox, commands great respect for its infrequent servicing needs, has debatable handling qualities, is distinctly on the small side, not altogether quiet nor very good-looking (cheeky but too much top-hamper) but is competitively priced. On the whole, B.M.C., Renault and VW would seem to have little to fear . . . but extended experience of this interesting newcomer may well revise this opinion.

[For a pictorial comparison of small car i.r.s., see page 417—Ed.]

CARS IN BOOKS

Mr. R. B. Sutcliffe of Kensington writes:—

I have just come across something which might interest you for your feature "Cars in Books."

The book is "Wine's my Line" by T. A. Layton, published by Duckworth in 1955. He first mentions a 12-h.p. bull-nosed Fiat owned by an aunt, who bought it when she was seventy, but he writes that "as soon as she became a menace on the roads she more or less gave it to me."

He later states of the same car ". . . it started up one spring morning with a *half* turn of the handle, having been drained of water and put up since October—that wonderful car."

He then writes (with more enthusiasm than expertise!) about Bentleys, as his father bought one and he has owned them himself since. He has apparently not heard of the Smith-Bentley carburetter but has obviously driven a long-chassis 3-litre! He writes "The Blue Label was murder to drive, sticky through the gears, wasteful of petrol and slow, while the Red Label was like a good woman dancer who responded to your touch if you could dance yourself, but if you were a bit of an amateur was so sensitive to your movements that you soon felt you were quite a performer."

I believe that the book is out of print but copies are obtainable from either of Tommy Layton's establishments—his Wine Bar in Duke Street, Manchester Square, W.1, or his latest venture, The Peacock Inn, Iden Green, Goudhurst, Kent (between Goudhurst and Cranbrook), where I know from personal experience that vintage cars (and their drivers) are made very welcome.

THE THINGS THEY SAY

The advertisement claiming that the Safari Rally has proved Ford to be the car that wins and lasts brought the comment, in the B.B.C.'s "That Was The Week That Was" programme, that 1 in 18 Fords last, for out of 18 entered for the rally, only one finished. There is some foundation for this quip. We find, as a matter of interest, that Peugeot entered 14, finished 3, one the outright winner, Ford entered 18, finished 1, Mercedes-Benz entered 4, finished 1, Fiat entered 9, finished one, and Rover entered 4, finished 1. *Verb sap!*

* * *

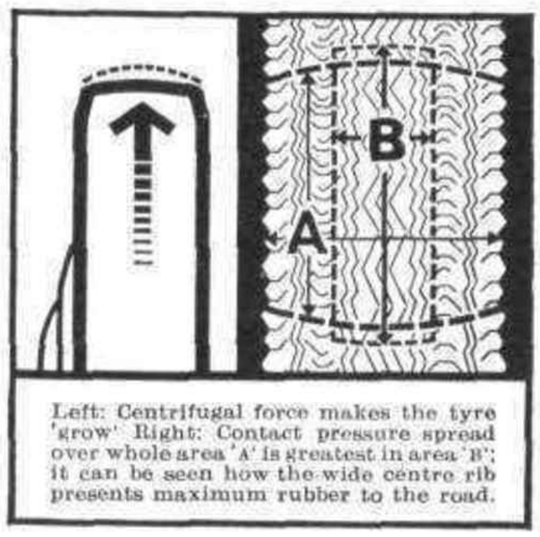
"But my biggest complaint is lack of speed. This is specified as a Gran Turismo car, but you can reach 100 m.p.h. *only* going downhill. I don't know what Rootes are going to do about this situation. But do something they must."—Robert Glenton, writing about the new Sunbeam Alpine GT in the *Sunday Express*.

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Left: Centrifugal force makes the tyre 'grow' Right: Contact pressure spread over whole area 'A' is greatest in area 'B'; it can be seen how the wide centre rib presents maximum rubber to the road.

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To the 23% extra wet road grip of cling rubber is added an advanced sipe pattern to give maximum braking and cornering adhesion.

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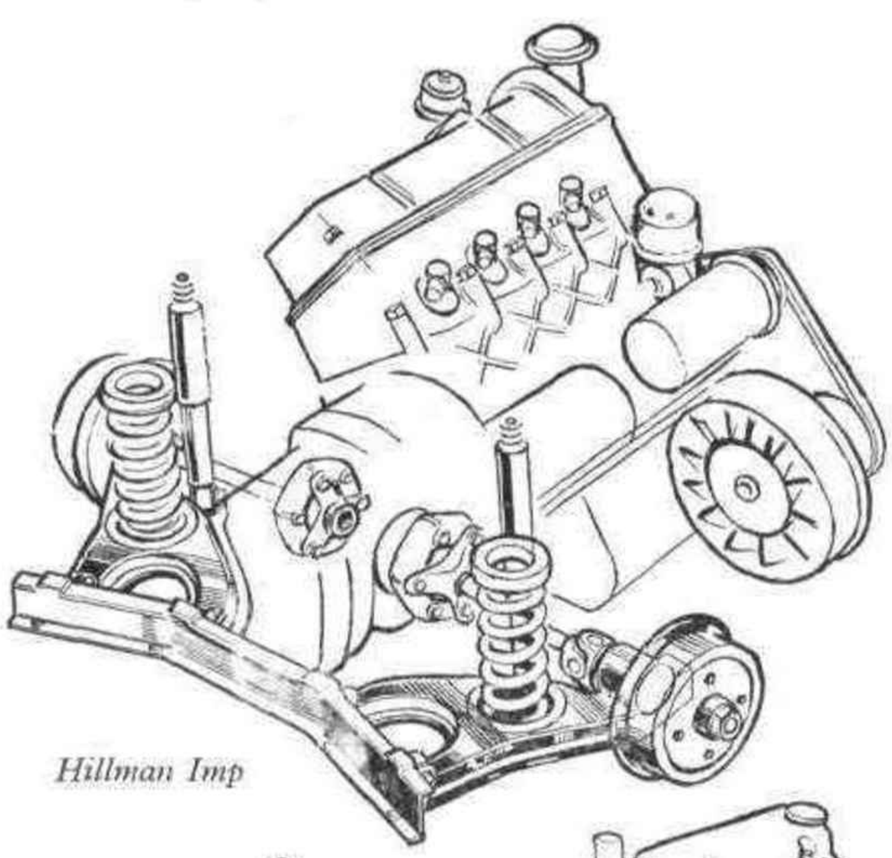


in the wet!

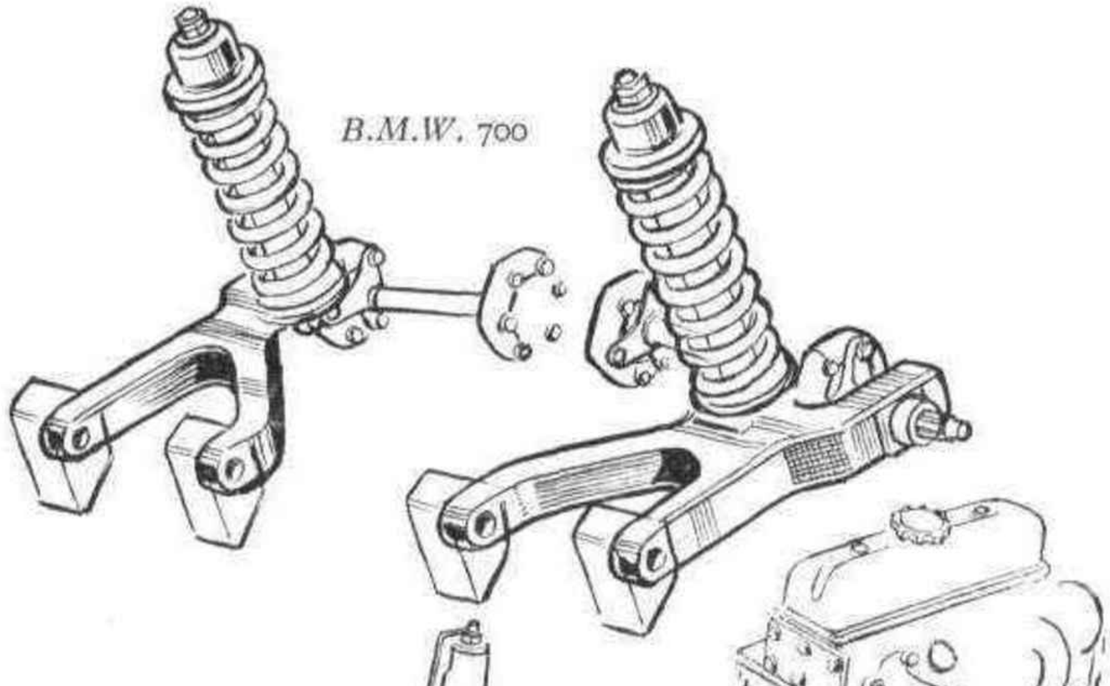
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Rear Suspension on Rear-Engined Cars

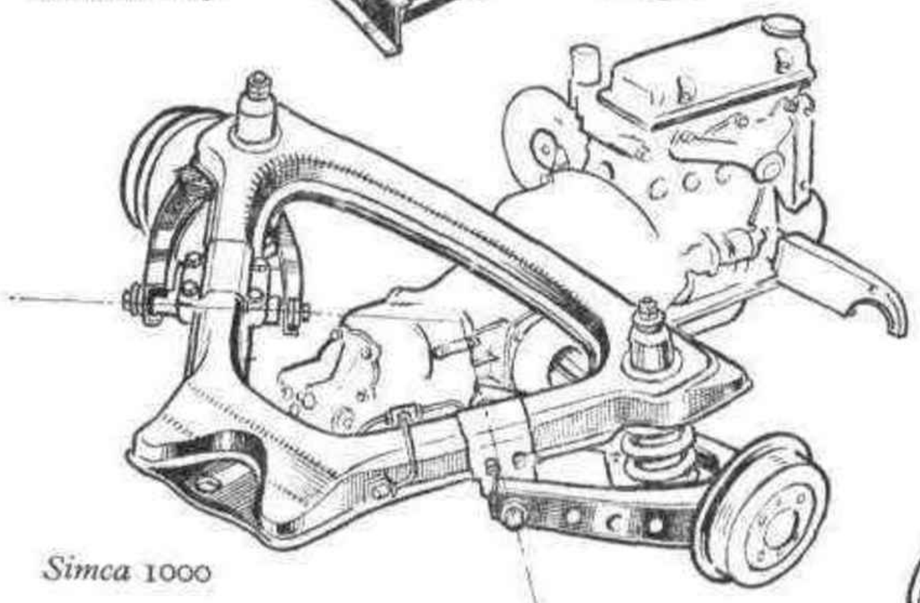
The use of a rear engine layout necessitates the use of independent rear suspension and when the latest recruit to the ranks of rear-engined cars, the Hillman Imp, came along we took a look at the rear suspension and decided to compare it with the other rear-engined small cars. The accompanying drawings show how other manufacturers tackled the problem. Some use swing axles like VW and Renault, but trailing arms seem the most popular wear. The Hillman Imp closely resembles the B.M.W. 700 layout, even to the use of rubber drive shaft couplings. Coil springs and telescopic shock-absorbers are used almost exclusively apart from the VW, which uses torsion bars.



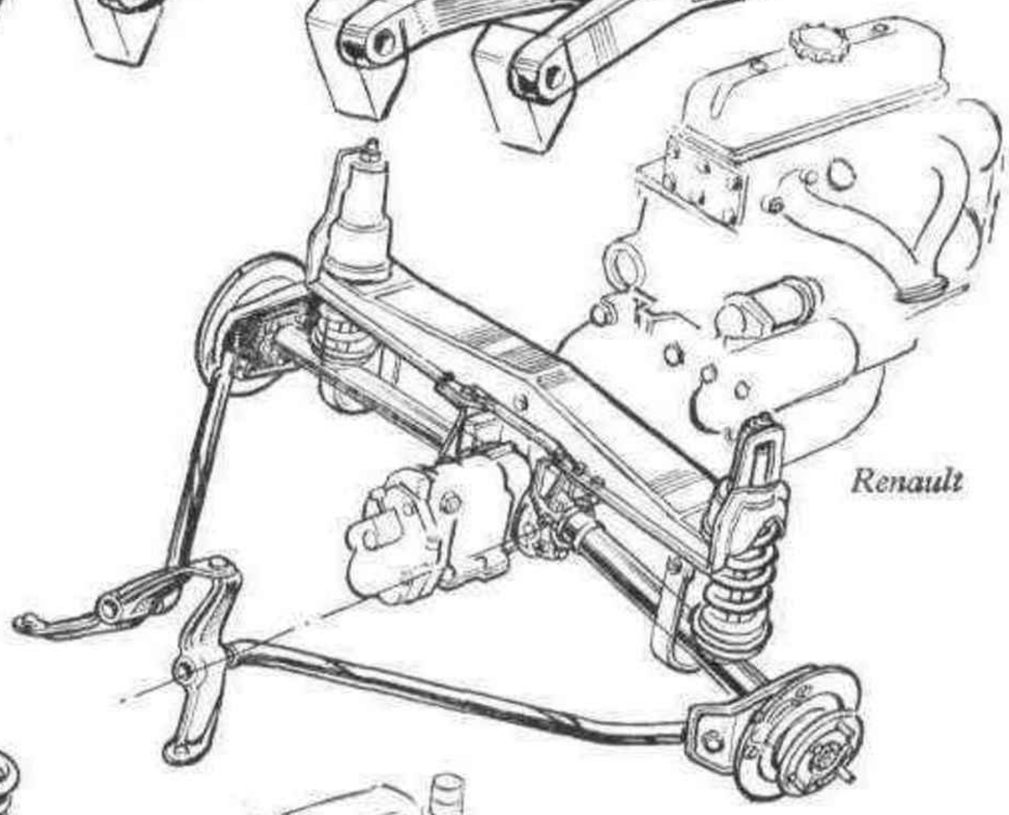
Hillman Imp



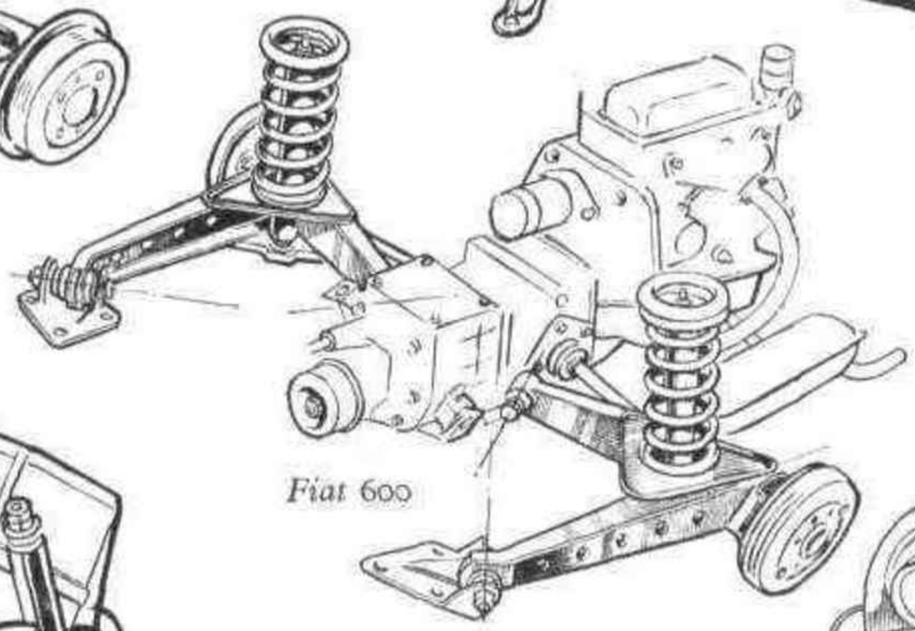
B.M.W. 700



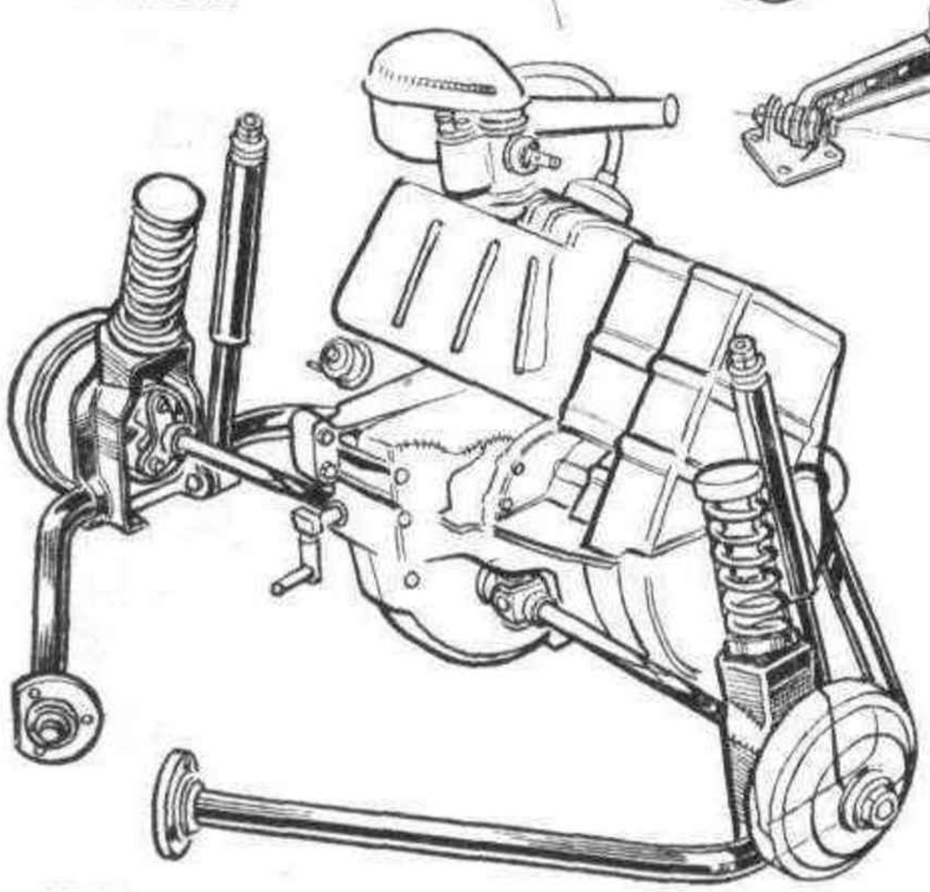
Simca 1000



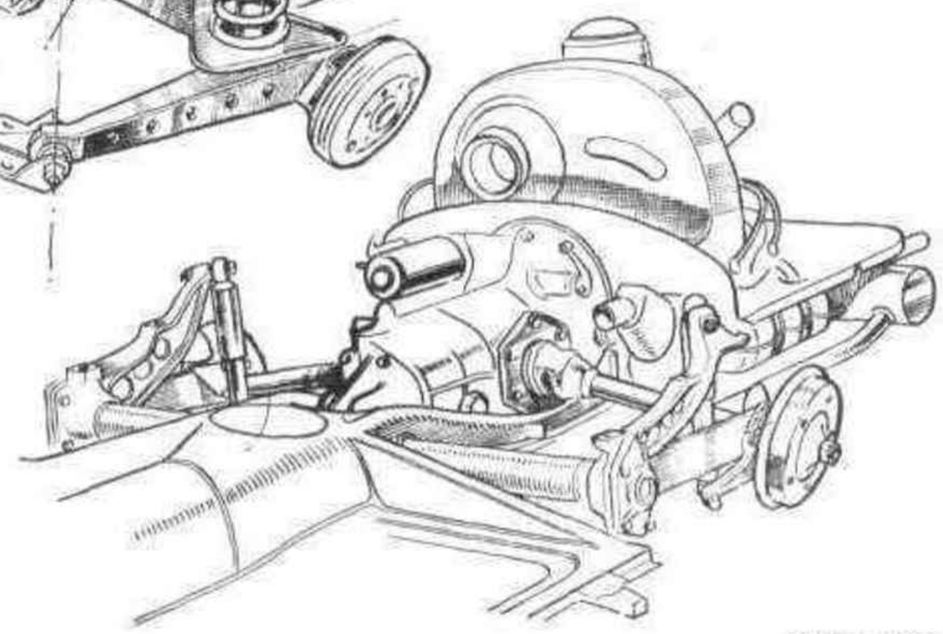
Renault



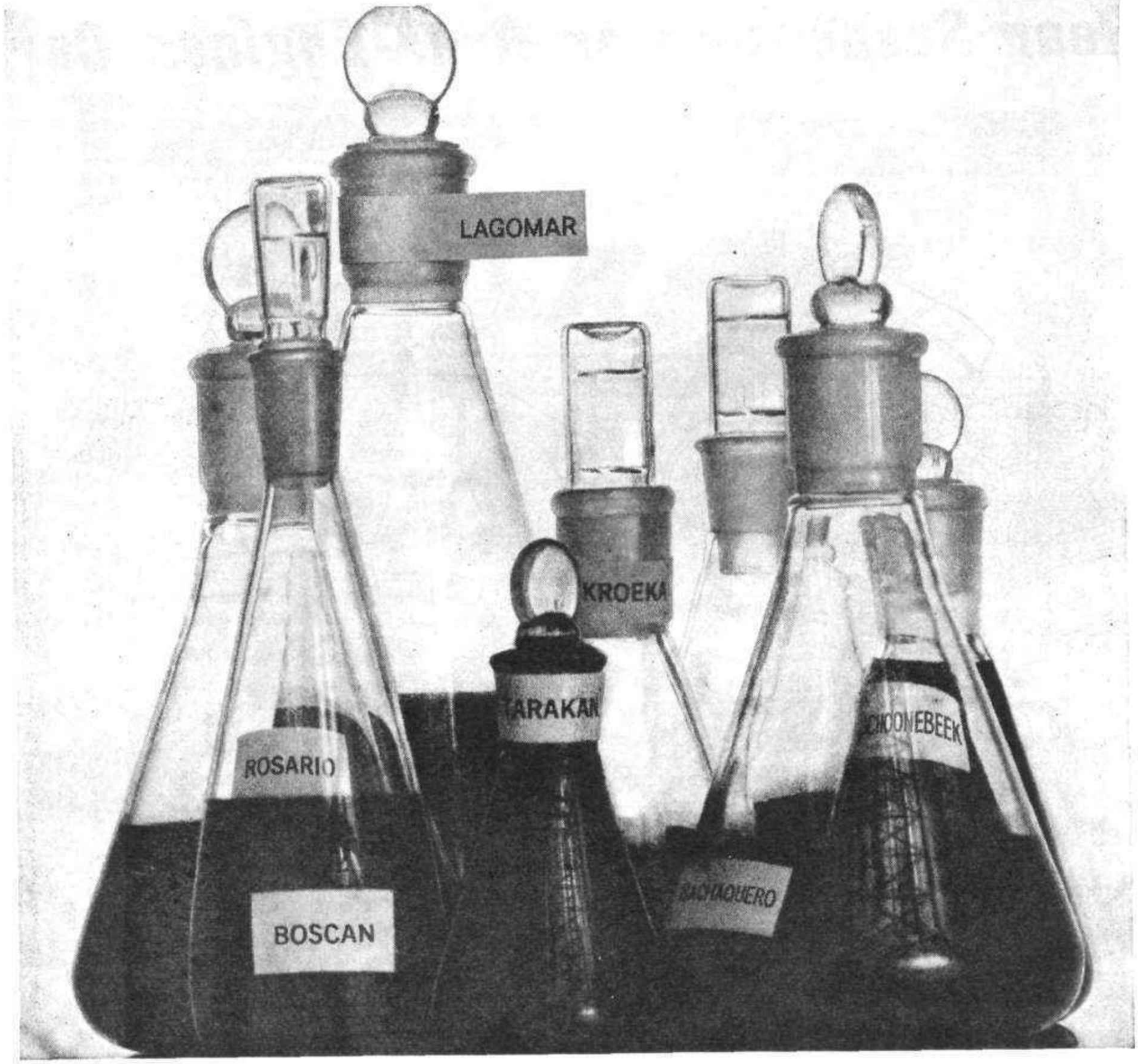
Fiat 600



N.S.U. Prinz



VW 1200



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Shell can, and do, make excellent petrol from almost any crude oil. But for Shell motor oils, which must have certain very closely defined standards of behaviour, they may even go to particular oilfields. If the best oil to meet the requirements comes from South America, Shell will always go there for their crude oil.

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BOOK REVIEWS

"Bugatti—Le Pur-sang des Automobiles," by H. G. Conway, 453 pp., 9 in. × 5 9/16 in. (*G. T. Foulis & Co., Ltd.*, 1-5, *Portpool Lane, London, E.C.*1. 84*s*).

The publishing event of last month should undoubtedly have been the arrival of the new Bugatti book by Hugh Conway, long-awaited and eagerly-anticipated—any disappointment stems from the fact that I have read some of the contents elsewhere.

It is beautifully produced, is a scholarly work, as one would expect from Conway's pen, is less cumbersomely arranged than the previous Bugatti book and it contains a rare collection of pictures, many of them new, augmented with line drawings from the contemporary motoring journals. Some of the text is heavy reading, because Conway puts it all down, whether the full facts or only the debatable points about the earliest models are known.

In a way the approach is more "popular" than that of the old Bugatti tome — "And a final word to wives! A Bugatti may keep him occupied at weekends, make him late for meals, even absorb cash you might otherwise have been allowed to get your hands on! But it keeps him out of pubs (except when it's running), he'll never have time for other girls, is fun also for young Jimmy (or will be when he comes along), and you'll be real proud when he, eventually, takes you out in it. So if he's a President of a Bank let him have that brand new 46S in a packing case in Marseilles if he wants to, and if you've only been married six months let him keep his cambox and blower beside the bed in your one-room apartment if he says he has to."

Most of us will skip that sort of journalese to get to the chapters on all the Bugatti types from 8-valve pre-1914 cars to Types 60 to 101. These are dealt with comprehensively, competently (as far as the facts are known) and delightfully in Part I. Part II provides much fascinating historical information, taking in cars, the firm, early racing activities, aero-engines, boats and railcars. Part III is a charming "Bugatti Miscellany," divided into nine fascinating chapters.

The book gains from the Bugatti Register being now a separate publication and from the high-quality art paper on which Foulis have printed it. Inevitably many quotations from contemporary journals are involved, which Conway has chosen to reprint verbatim (with acknowledgement to *Autocar* and *The Motor* but none to MOTOR SPORT, from which liberal quotations have been taken!) and I see that my "Special Bugatti Types" have been deleted, which is probably just as well, for I wrote them for *Bugantics* when I was very young (earning Hon. Life Membership of the B.O.C. and a Club pennant, which was more than I deserved and of both of which I am very proud) and no-one gave me a chance of editing them for the former Bugatti book. There are also liberal quotations of the late E. N. Duffield's writings—always delightful but from their verbosity presumably in the "1d. a line" category!

Hugh Conway's book is one of the "greats" of motoring literature. It is expensive and will be bought mainly by those who own, or hold especially dear, the cars of the late Ettore Bugatti. I hope it makes money for its publisher. — W. B.

"A Pictorial Survey of Racing Cars Between the Years 1919 and 1939," by T. A. S. O. Mathieson. 224 pp., 10 in. × 7½ in. (*Motor Racing Publications Ltd.*, 62, *Doughty Street, London, W.C.*1. 63*s*.)

This is another long-awaited book, which I found both very acceptable and rather disappointing. Acceptable because new pictures of racing cars presented very clearly on art-paper and with their drivers named are always pleasing, disappointing because not all the illustrations, numbering over 300, are new to me and the text supporting these illustrations confines itself to very brief technical/historical accounts of the subjects of the pictures.

The idea behind Mathieson's book is a splendid one—to illustrate cars and drivers of the nostalgic 1919-1939 period from his collection of 2,500 or more negatives from the Prieur/Branger and other collections. The task was obviously tackled with enthusiasm but the result is a bit tangled—obscure cars jostle with makes famous in G.P. racing; an A.V. gets a picture the same size as that of Nuvolari's Swiss G.P. Auto-Union of 1938.

I had hoped to see all the many variants of successful pre-1914 twin o.h.c. Peugeots sorted out pictorially, and it was only when I found that the first Peugeot picture depicted the 1920 car at Indianapolis that I remembered the book starts with the year 1919—yet under Sunbeam we find a 1916 4.9-litre illustrated.

Let me be fair. This is a picture-book I shall treasure and return to time and again. It depicts for the first time some racing cars never before illustrated in English publications. The quality of the pictures and illustrations is really first-class. But 63*s*. isn't 3*s*. 6*d*. or even 9*s*. 6*d*., the price of a Batsford Pocket-Book, so T. A. S. O. Mathieson's work must surely remain a collector's piece of small circulation.

In a work so comprehensive, compiled by one so knowledgeable, himself a racing driver with Bugattis pre-war and Frazer Nash, Maserati and Ferrari cars in the immediate post-war period, it comes as a surprise, not to find an ultra-fascinating Appendix of really rare cars illustrated, but described superficially because so little is known of them—they range from America and AS to Tatra and Z and it underlines the scope of Mathieson's negatives that he can depict them at all, although the 1½-litre Vale Special might surely have been transferred to the body of the book?—as to find at the very end a list of racing car makes for which no pictures are included, yet, under the heading "Great Britain," omitting Lanchester, Armstrong Siddeley, Marseal, Marendaz Special, Beardmore, Jowett, etc., under "France" Bedeila, etc., for which pictures could easily have been found and which are no more rare than makes like Marlborough, Bertelli, La Perle, B.U.C. and Vernandi, which *are* included.

I maintain that almost every make has raced somewhere, sometime, with the possible exception of the Trojan, so to list a few is just sticking out one's neck.

In view of a recent letter we published from the Mercedes-Benz Club I am delighted that T. A. S. O. Mathieson found that "of all the manufacturers only Mercedes-Benz really satisfy the searchers after facts."

This is a delightful, if expensive, book. How important it is depends on what you are looking for.

But do not let everyone who owns a collection of old motor racing negatives get the idea that they have the makings of a good book. Mathieson was years collecting his, and loves racing cars.

—W. B.

"Speed," by John Surtees. 168 pp., 8 in. × 5¼ in. (*Arthur Barker, 20, New Bond Street, London, W.*1. 16*s*.)

Accounts of racing careers told by the riders and drivers themselves are usually interesting, often enthralling, and this story by John Surtees of his Championship career on motorcycles and his quick rise to fame as a G.P. driver, is no exception, although naturally of greater appeal to motorcycle racing, than car racing enthusiasts.

It is a compact, very readable, modest story—so modest that the author underrates by two years, on p.118, the year in which he first won the Motorcycle World Championship!

This is a book in Arthur Barker's "Sport Today" series and they are to be congratulated on getting Surtees on their list. Perhaps Graham Hill will be the next? — W. B.

"Competition Driving," by Paul Frère. 144 pp., 8 11/16 in. × 5⅝ in. (*B. T. Batsford Ltd.*, 4, *Fitzhardinge Street, London, W.*1. 18*s*.)

We have had "The Racing Driver" by MOTOR SPORT's Denis Jenkinson and a text-book on how to go motor racing, by Piero Taruffi. Whether there is room for another instructional manual so soon is debatable, until one realises that Paul Frère, the talented Belgium motor journalist who writes as well as he drives, and drives as well as he writes, has put into simple language, backed up with photographs and diagrams, all that the beginner needs to know about preparing to drive a competition car, and driving it.

How to dress, what equipment to buy, the theory and practice of cornering ("From Slipping to Sliding!"), driving in rain, winter and at night, and so on, it is all there, lucidly told by one of the most lucid racing driver/writers in the game. This typical Batsford book should teach those who can learn from the printed word how to become good racing drivers. There is an Appendix on banking angle and tyre loads, which is hardly for beginners, and the book is indexed. It is really quite remarkable how chaps like Chiron, Caracciola, Nuvolari, Seaman and Co., managed to drive so well with no diagrams and text-books to guide them.—W. B.

What else?—Having in the past accorded high praise to the travel guide books of Alison Lascelles, I am pleased to tell you that she has written "Motoring Holidays in Belgium and Holland" (Arthur Barker, 16*s*.). She continues to adopt her delightful classification of hotels as "The Bentleys," "The Rovers," "The Consuls—Mr. C is the family man from the semi-det. in Surbiton," and the "M.G.s."

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47th TARGA FLORIO

An Exciting Race

SICILY, *May 5th.*

THE Targa Florio is a form of motor racing that at one time was the normal thing but is now unique, and drivers and spectators either like it or hate it. If you like it then you return to Sicily every year in the spring for Targa Florio time; if you hate it then you go on running in your sprint races round an aerodrome or in a park. I am happy to be one of those who likes the Targa Florio for I think there is nothing to beat racing on public roads; I like races to be difficult and arduous, and I think a racing driver should have to use more than just skill and judgment in order to win races. For me the Targa Florio is more than just a motor race, for it involves motoring the whole length of Italy to get to it and once you get south of Pescara or Rome the motoring becomes of a different world and you can really enjoy a car that has good cornering, a good gearbox and good 2nd and 3rd gear acceleration.

When the Targa Florio was in its early days Palermo was the centre of activity for competitors, even though it was an hour's drive out to the starting area just below the village of Cerda, but in recent years competitors have taken over the seaside village of Cefalu, which is only 15 minutes from the starting area. Cefalu has but two hotels and the Ferrari team were centred on one and the Porsche team on the other, with a sprinkling of private-owners at both, so that lunch at one hotel and you came away convinced that Ferrari would win the 47th Targa Florio and supper at the other and you felt certain Porsche would win. To be unbiased one should have put up a tent between the two hotels, but the fever and excitement of Targa Florio week is such that you cannot stay unbiased and you just have to join in on one side or the other. You might be standing about outside the hotel when "Yeooww" and a Ferrari goes up the road dodging in and out of the Lambretta three-wheeled carts and Fiats, and as the sound of the V12 engine disappears a shattering noise comes from the garage under the hotel as an 8-cylinder Porsche is started up, while standing in the car park are GTO Ferraris, Porsche Carreras, Giuliettas and Abarths. Targa Florio week is for motoring enthusiasts, of that there is no question.

This year the race was open to Production G.T. cars, Prototype G.T. cars, and 2-litre Sports cars, and the main issue lay between works Ferraris and works Porsches, with interesting competition among the various classes. In the 1,300-c.c. G.T. class the inevitable Alfa-Romeo Giuliettas were being challenged by five 1,300-c.c. Abarth-Simcas of the latest type with 4-cylinder 2-o.h.c. dry-sump engines, and as some of the Abarths were being driven by drivers who were top of the Giulietta class last year and other regular Giulietta drivers had moved into other classes, it seemed that Alfas were in for a bad time. The 2-litre G.T. class contained two works Porsches, both with 4-cylinder 2-litre Carrera engines, the Strahle/Pucci being an Abarth-bodied Carrera and the Linge/Barth car being a new one with a body as used on the Le Mans coupé with long tapering nose and flat rear window with the roof forming a lip over the back. This new car is in aluminium and looks very business-like and can be considered the 1963 Porsche Carrera GT, although the mechanical components are as on the normal 2-litre Carrera, apart from the use of Weber carburetters instead of Solex. On this car the oil tank was mounted under the rear floor and had a glass panel in the top, "to see when the oil was boiling" as one anti-Porsche spectator remarked. Both of these cars were using Porsche disc brakes, which are series production now. The other runners in this class were locals with old cars out for a day's fun, two with Fiat 8V coupés and one with an Alfa Romeo Sprint 1900. The 2½-litre G.T. class was obviously for Lancias' benefit as it contained four Flaminia Zagato models and an Aurelia Spyder, while the 2½-3-litre G.T. class was a Ferrari benefit, with the exception of an drophead Aston Martin DB2/4 driven by two English amateurs. Favourites in this class were Scarlatti and Bordeu with a GTO, while Bulgari and Grana were having their first race in a GTO, having previously raced a Giulietta. David Piper was entered but his Aintree crash put him out, and Andrew Hedges was driving with a Swiss driver in a GTO.

The first Prototype G.T. class was 850-1,000 c.c. and contained but two Rene Bonnet coupés and a Fiat-Abarth. The little French cars were very nicely finished and very genuine G.T. cars with vast luggage space above the rear-mounted gearbox, the little 1,000 c.c. 4-cylinder 2-o.h.c. Gordini-Renault engine being mounted just in front of the rear axle. In the 1,000-2,000-c.c. class were two works Porsches, both 2-litre flat 8-cylinder-engined cars, basically as used last year but now with a redesigned front half to the tubular chassis frame and having simple double-wishbone and coil-spring independent front suspension, just like any English sports/racing car. The rear-mounted air-cooled flat 8-cylinder engine is giving the sort of b.h.p./litre one would expect from a new design, which means a total of around 230 b.h.p., and drives through a 6-speed gearbox to the independently-sprung rear wheels, the wishbone and coil-spring rear end being as last year. Reverse gear is housed in an extension on the end of the gearbox and is selected by a separate lever by the side of the driving seat, operating a Bowden cable, while the central gear-lever controls the six forward speeds. Bonnier and Abate were driving the coupé version and Maglioli and Baghetti the open car, this latter car having fibreglass engine cover, doors, and front cover over the tank and spare wheel. Also in this class were two Rene Bonnet coupés with oversize Gordini-Renault engines, and two Downton Engineering-sponsored B.M.C. Mini cars. One was as used in the Targa Florio last year but with an oversize engine, and was driven by Cahier and Slotemaker, and the second was a "Twinny Minny" being Downton's version of a Mini bodyshell with an engine at each end and four-wheel drive, the only connection between front and rear being the gear-change mechanism. A large scoop on the right, just in front of the rear wheel, took air in across the rear engine to the normal Mini layout of radiator and fan, but with a larger radiator element, and the air then exuded from a rearward-facing scoop in front of the left rear wheel. An ingenious device but it weighed just over 17 cwt., which is only 2 cwt. less than a good GTO Ferrari, and it was difficult to see where Prototype G.T. came into it. Nevertheless it was fun and greatly admired for its audaciousness, and was driven by Whitmore and Frere.

The 2,000-3,000-c.c. Prototype class contained but two Ferraris, both being rear-engined V12-cylinder, 5-speed, 250P models as raced at Sebring and tried at the Le Mans test weekend. The drivers were due to be Surtees and Parkes and Vaccarella and Mairesse, but there was a reshuffle before the race began. S.E.F.A.C., or what we call Scuderia Ferrari, entered these two cars and a third one for two drivers with the "non-de-plumes" of "Gamma" and "Alcione," but neither this car nor the drivers materialised. The last class was for old-fashioned sports cars from 1,000-2,000 c.c. and this allowed Ferrari to enter a V6-cylinder single o.h.c. per bank, 2-litre rear-engined car, as used to win the Mountain Hill-climb Championship last year, to be driven by Scarfiotti and Bandini. A similar car was entered privately by Lualdi and Bini and the only obvious difference between these 2-litre sports cars and the 3-litre V12 Prototype G.T. cars seemed to be in the fact that the cockpits of the prototypes were lined with carpet and rubber mats! Also in the sports class was a 2-litre Cooper-Climax Monaco driven by the two English clubmen Wilks and Epstein and a Porsche Spyder driven by two Sicilian drivers, and an old Ermini sports car fitted with a Giulietta engine and gearbox.

Of this miscellaneous entry some were out to win, some to finish and others just for the fun of driving on open roads and belting flat-out through small towns and villages with the police on their side for once. Of the potential winners the issue lay between the 3-litre Ferraris and the 2-litre Porsche 8-cylinders, with the 2-litre V6 Ferrari an ever-present menace, while always close on hand were going to be the 2-litre Porsche Carreras and the GTO Ferraris.

Practice was officially on Friday, but all the week there was a stream of cars circulating round the 72-kilometre circuit, mostly private cars or hire cars, but occasionally one of the racing cars or a hack car could be seen. The Ferrari drivers were planning to use the original V12 rear-engined car as a practice hack, this being the prototype of the Prototypes, but while Vaccarella was driving it a petrol pipe broke and it caught fire and was extensively damaged, so the rest of the team had to revert to hire cars. The works Porsche team were more fortunate as they had a Super 90 and a 2-litre Carrera for their use. On Friday, when the roads

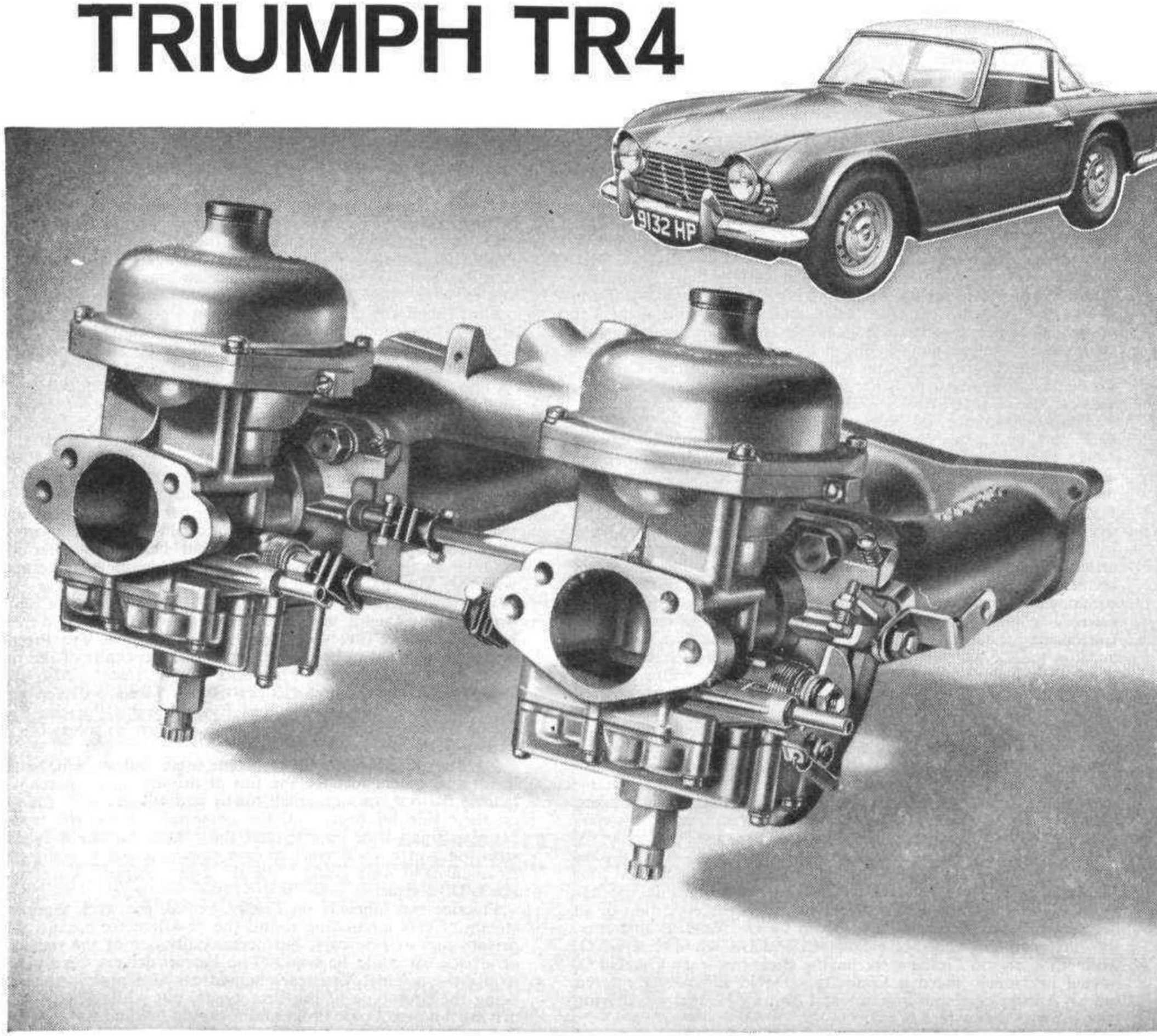
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3..TWIN FLOATS
one on each side of the jet, ensure a fixed petrol level at the jet, even if the carburetter is tilted at a steep angle. Neither the fiercest hill nor the sharpest corner can alter that.

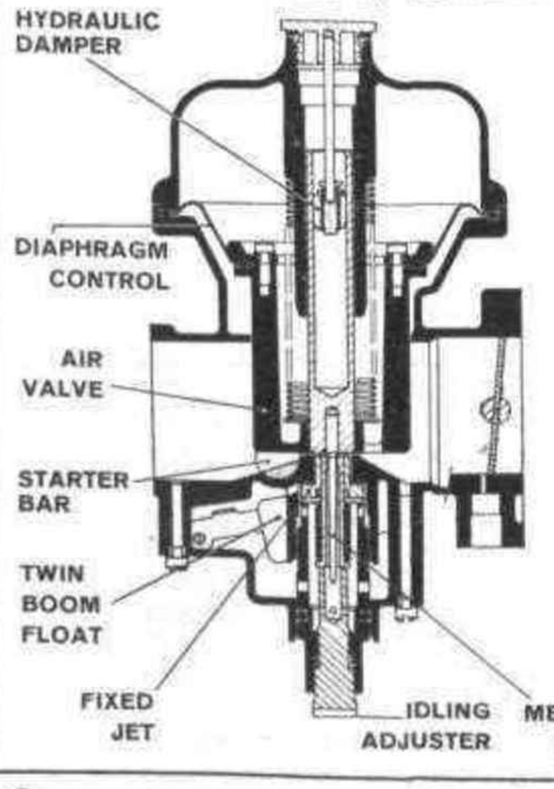
4..EXPANDED RUBBER FLOATS
are virtually indestructible. They cannot spring a leak. They cannot be dented by careless handling. In fact they cannot give trouble.

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Once the carburetter is adjusted, the jet need not be moved. The joint between the jet and the jet housing is leak-proof.

6..A METERING NEEDLE
precisely shaped to suit each individual model of engine, provides the correct mixture strength at all speeds and loads.

7..A HYDRAULIC DAMPER
ensures that rather richer mixture just when the throttle is snapped open to provide fine acceleration.

MAIN FEATURES



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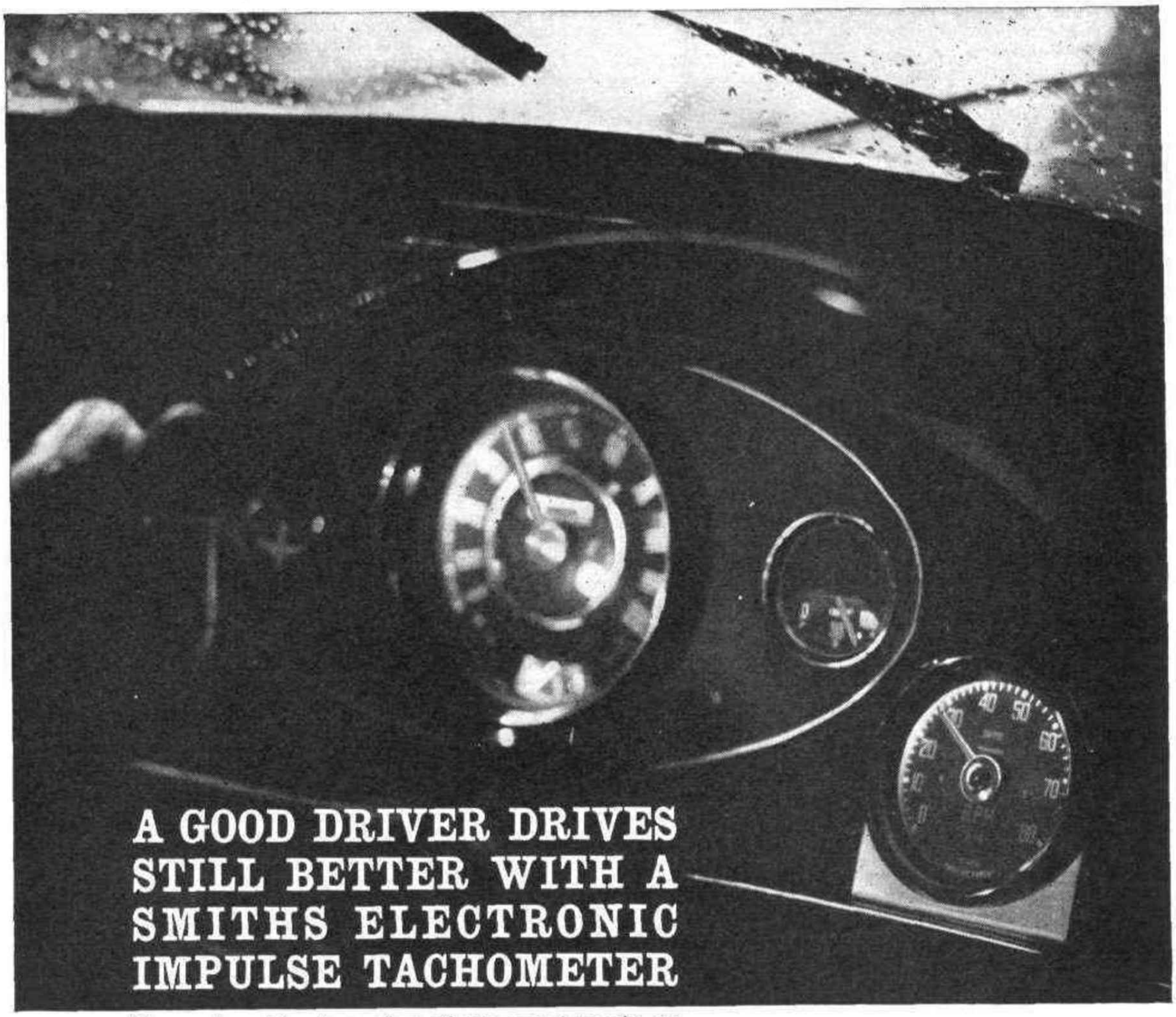
were closed and all the police, army, straw bales and barriers were in position, it was bright and sunny and cars were sent off at intervals from the starting area. Most of the entry managed two laps, one for each driver, quite a lot completed three laps, some completed four and one Giulietta actually managed five. The Ferrari team were in more trouble as Vaccarella had recently been involved in a road accident in Palermo and had lost his driving licence, so the organisers could not let him take part in the race. He was to have driven the 250P number 172 with Mairesse, so after the Belgian had done two laps Scarfiotti took it over. Meanwhile Surtees had set off in the other 250P and was hardly out of sight of the pits when the engine broke, so that was the end of his practice and Parkes did not have a drive. Three of the GTO Ferraris were in trouble for Andrew Hedges crashed his borrowed car after a few miles, Bordeu also crashed his rather extensively, and another one had a brush with a stone wall but was still drivable. Saturday was spent sorting out the practice troubles and doing final preparations for the 8 o'clock start on Sunday morning.

There are many ways of watching the Targa Florio, all of which are enjoyable and have their individual fascinations. You can sit in the Press stand, from where you get a view of the start, a distant view of the pits and can see the cars taking the fast left-hand bend through the starting area; here you sit among journalists of many nationalities, many of them regular followers of motor racing, so that it is like a pleasant but noisy international club. Following the race becomes a matter of figures, times and scoreboard facts. Alternatively you can spend the time in the pits, where there is always feverish activity, shouting and yelling, and cars coming and going, but the race as such becomes a static one for you tend to follow it by conversation with drivers and team members. A further method is to drive round the circuit very early in the morning to one of the villages or to the emergency pit depot halfway round the circuit, or to merely pull off the road at some isolated spot. If you go to one of the numerous army radio cars stationed round the circuit you can hear what is happening at the start and if you go to the temporary depot in the mountains you are on the spot if there is any drama during the race and there is a radio car there as well. With lap times around 45 min. and the circuit winding through rugged mountain country it can be appreciated that it is not a simple race to follow, though it is a simple one to watch. This year I decided to watch the race in a different manner and I went to a point at the entrance to the village of Campofelice as a roadside spectator. Walking up the main street just after 7.30 a.m. all was peace and quiet, except that there was a distinct air of something impending. The square was full of people, villagers were sitting outside their front doors, barriers blocked off all the side turnings, and on the walls of the houses were posters saying "During the race keep your front door closed," "Mamma, look after your children," "Keep your dogs in the house" and, best of all, "Watch out for the racing drivers." Definitely something was about to happen to the quiet little village of Campofelice. Arriving at a fast right-hand downhill bend leading into the main street, I stationed myself in the shelter of a solid stone wall on the outside of the bend and soon got into conversation with a lorry driver from Messina who had driven through the night to watch the race. Talk naturally centred round the Targa Florio and Ferrari versus Porsche and the merits of various drivers, and one of the spectators told how he had seen Moss coasting down through the village when his works Porsche broke its final drive on the last lap of the race in 1961. A policeman proffered the information that his sister was married to a man in Manchester, and a portable radio was playing Acker Bilk records, so that time passed very pleasantly. Meanwhile, on the other side of the mountains the 55 starters were being lined up in capacity order, the G.T. cars first, then the Prototype G.T. cars, and finally the Sports cars, ready to be sent away at 30-sec. intervals, and at 8 a.m. the first Alfa Romeo Giulietta roared away up the hill towards the village of Cerda. The Ferrari team were being shuffled about as Vaccarella had not received permission to start, so Scarfiotti started in the 250P number 172 and Parkes in the sister car number 174, while Bandini was in the 2-litre sports car, number 190.

On our side of the circuit it was still quiet and peaceful and the early morning sunshine was forcing its way through a heavy mountain haze, and the quiet was broken only by the heart-rending braying of a donkey. If all went well the first car was due to reach us about 40 minutes after leaving the start and every now and then we would consult watches to see how the competitors were getting on, and having a list of the starting times we knew at 8.34 a.m. that the last car was on its way. Suddenly one of the locals said "Listen," and after a minute or two I could hear the sound of a Giulietta exhaust and the squealing of tyres as the first car came down the mountain side from Collesano. Suddenly it appeared in sight round the side of the hill, accelerated down a short straight, disappeared behind some trees, screamed its tyres round a right-hand bend and then we could see it coming downhill towards us, and at 8.41 a.m. it went by in a cloud of dust and for us the 47th Targa Florio had begun. It was a red Zagato Alfa number 4, driven by Virgilo, and our enthusiastic lorry-driver friend told us how this chap had beaten a GTO Ferrari in a local hill-climb a short while ago. Another Giulietta followed and then came Arena in the first of the Abarth-Simcas, which was really going and making a shattering noise. One by one the cars screamed by and by noting their time of passage and doing sums on their starting time we soon found the positions in the various classes. Naturally our timing was very amateur, but it was sufficient to get the pattern of the race at our point. Bonnier came by in the coupé 8-cylinder Porsche going extremely well and already ahead of Maglioli in the open 8-cylinder Porsche, having started a minute behind him. Scarfiotti came screaming through in the 250P, followed exactly 30 sec. later by Parkes in the second 3-litre Ferrari, and having started 30 sec. apart it meant they were running dead level. To be sure of the first-lap situation we had to wait for Bandini in the 2-litre and he went by at 9.10 a.m., which meant he was already a minute down on his 3-litre team-mates, but he was only a few seconds down on Bonnier, so for us the order was Scarfiotti and Parkes almost level, Bonnier third and Bandini fourth. Over at the timekeepers the times were going up as the cars finished the first lap and Scarfiotti was leading Parkes by 3.4 sec., having done his standing lap in 40 min. 48.1 sec., which was a pretty hot pace with the lap record standing at 40 min. 00.3 sec. Bonnier's opening lap had taken 41 min. 27.3 sec. and Bandini's 41 min. 59.0 sec., so the pace was certainly being forced.

A count up while waiting for the second lap showed a number of cars had failed to get very far and these included the 2-litre V6 Ferrari of Lualdi, while others had passed us rather slowly, including both Downton Mini cars and all but one of the Lancia Flaminias. The Cooper-Climax was going steadily and the Italian-driven Jaguar E-type was going positively slowly. On the second lap the Abarth-Simcas were really pasting the Alfa Romeos, being 1-2-3 in the class, and among the GTO Ferraris Bulgari was leading Scarlatti by a long way. Bonnier went by again, well on time, and so did Maglioli, but Scarfiotti was overdue and the first Ferrari to appear was 174 with Parkes still driving; Bandini went by, using all the road and still only a few seconds down on Bonnier, and then Scarfiotti came by slowly running on very much less than 12 cylinders. There was trouble in the fuel system and at the end of the lap he stopped at the pits, so the order was now 174, 160, 190, 156, with Parkes, Bonnier, Bandini and Maglioli still driving. In spite of the trouble, 172 finished lap two in fifth place, just ahead of Bulgari who was leading all the G.T. cars on his first drive in a Ferrari, being nearly 30 sec. ahead of Linge in the works 2-litre Carrera Porsche. Parkes had gained quite a bit over Bonnier on the opening lap, but now the Swede was really in his stride and on the third lap was holding the Ferrari. The sick Ferrari was got going again and Mairesse took over but it was a long way back now, and on lap four the first two cars made pit stops, Abate taking over the Porsche and Surtees the Ferrari. As they came by us on this fourth lap the Porsche was 1 min. 13 sec. ahead of the Ferrari on the road, and having started 2 min. 30 sec. ahead, it meant that Surtees was now in the lead by 1 min. 17 sec., and by the end of the fourth lap the Ferrari was leading the Porsche by 1 min. 30 sec. However, Bandini had not stopped at the pits so this allowed him to gain ground and get between the big Ferrari and the Porsche, but it would not stay that way as he was due to stop and hand over to Scarfiotti. Anything can happen in the Targa Florio and on lap five Surtees went off the road and split the Ferrari fuel tank, so that was that, and Abate now took the lead as the 2-litre Ferrari had made its pit stop. The second of the 250P Ferraris retired at the pits as the fuel feed trouble had developed into a petrol tank lead, so the order was now Abate/Bonnier (Porsche), Scarfiotti/Bandini (Ferrari), and Maglioli still in the open 8-cylinder Porsche in third place, while pit stops had allowed the Porsche Carrera of Linge/Barth to get into fourth place ahead of the Bulgari/Grana Ferrari GTO. In the small G.T. class two of the Abarth-Simcas had blown up, but "Kim"/Biscaldi in the third one were still leading comfortably, until Biscaldi went off the road, giving the class back to the Alfas.

The whole aspect of the race had changed and our interest now lay between cars 160 and 190, which had started 6 min. apart, so it was a simple matter to put a stop-watch on them and see how the



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gap was. While waiting for the two 2-litre cars to come by the scene was suddenly enlivened by Whitmore arriving in a full-blooded power-slide in the " Twinny-Minny." Previously it had been driven very sedately by Frere who was trying not to use up its podgy little tyres, nor let it overheat, so that it was all rather dull, and now it seemed that Whitmore had said " Let's have some fun, even if it doesn't last out the race." On the sixth lap Abate was leading on the road, having caught and passed the last of the early starters, and 6 min. ticked by and there was no sign of Scarfiotti, but at 7 min. 13 sec. he came storming down the hill, visibly faster than the Porsche but the right-hand headlamp and mudguard were all crumpled where he had struck a stone wall. The car was going all right and he was out to make up for his mistake and at the end of the lap he was only 1 min. 05 sec. behind the Porsche. Abate now came in for a routine pit stop and to hand back to Bonnier, so Scarfiotti gained more time and as they went by us on lap seven the gap was 5 min. 23 sec., so Scarfiotti was now leading Bonnier by 37 sec., but he still had to make a final pit stop whereas the Porsche was now going non-stop through to the finish. Baghetti had now taken over from Maglioli and was third, and the Bulgari/Grana Ferrari GTO was fourth, just 2 sec. ahead of the Linge/Barth Porsche Carrera. Scarfiotti was really wound up now and on lap eight Bonnier went by us driving very fast, and using the Porsche to the full; stop-watches clicked and well before 5 min. had passed we could hear the raucous exhaust of the Ferrari round the back of our hill, and at 5 min. 12 sec. Scarfiotti screamed by, using all the road and some of the gutter as he went down the main street of Campofelice, with the crowds urging him on. He had 48 sec. lead over the Porsche but was due to make a pit-stop and hand over to Bandini at the end of this lap. With slowing down for the pits his official lead at the end of lap eight was 54.8 sec. and at this point, which was nearly 2 p.m., one of the spectators produced a portable radio and we heard a direct broadcast from the pits which told us that Team Manager Dragoni had put Mairesse in the Ferrari instead of Bandini. There were groans all round when we heard this, for though very fast Mairesse gets over-excited and we all felt that Bandini could have coped with the situation satisfactorily. At 2.46 p.m. Bonnier went by, going as well as ever, but rain clouds were gathering and there had already been a few spots, so it might well already be raining on other parts of the circuit. At precisely 5 min. 12 sec. after the Porsche had gone by, Mairesse went by in the Ferrari, which meant that he had already regained the time lost at the pit-stop and was leading by 48 sec., so we all took back what we had said and kept our fingers crossed that Willy would not " drop it," especially as it was now beginning to rain. Baghetti, who had been in third place, was now overdue and he eventually went by coasting in neutral, his gearbox having broken and left him with only 1st gear, so the Bulgari/Grana Ferrari GTO was now third overall, followed by the Linge/Barth Porsche Carrera.

With only one lap to go and the issue still in doubt I began to return down the main-street, and was in the middle of the town, on a slippery right-hand bend when Bonnier went by for the last time, still driving splendidly in spite of being in trouble with his gearbox. As the seconds ticked by the tension mounted and the rain drizzled down; 5 min. had gone and we could not hear the Ferrari and everyone groaned for it looked as though Mairesse was in trouble; 5½ min. went by and still no Ferrari, 5 min. 45 sec. and still no sound. Only 15 sec. to go and it would mean the Porsche was leading, and then we heard it and at 5 min. 56.5 sec. the Ferrari roared by, headlamps ablaze, and the crowds waved and cheered Mairesse on to victory. With only a 4.5-sec. lead and 10 kilometres still to go the position seemed hopeless, for clearly Bonnier was outdriving Mairesse on the slippery roads. The only hope was the 4½-kilometre bumpy straight before the final bends, for in the rain it was going to require bravery not skill to hold a car at full-throttle along that straight, and Mairesse is one of the bravest. Hurrying back to my car I prepared to drive round to the finishing area as soon as the roads were open, to find out the results of this exciting race. Meanwhile an equally close race was going on for third place for Maurizio Grana, driving the GTO Ferrari, was being very cautious and making sure of finishing this time, for last year he went off the road on the last lap while leading his class, so consequently the burly Linge was gaining ground and took third place in the last few kilometres.

At the finishing line Bonnier arrived safe and sound, but with his gearbox in a sick state, and everyone had to wait 6 min., which was the difference in starting times between the Porsche and the Ferrari, to see if the Ferrari was the winner. The 6 min. went by and no Ferrari appeared, so the Porsche of Bonnier/Abate was the winner, and at 6 min. 11.6 sec. the Ferrari appeared, but it had its engine cover trailing along behind like a vast air-brake. On the final bends after the long straight poor Mairesse had spun and clouted a stone bollard with the tail and the impact had sprung the catches and broken the safety strap, allowing the whole tail to hinge open, and he drove into the finish to lose by a mere 11.6 sec. after almost seven hours of racing.

Only 28 of the 55 starters were still running at the end, some healthily, others sick, some being driven fast, others slowly, but to finish a Targa Florio is no mean feat and many famous drivers and famous cars have started but failed to finish, for the Targa Florio has always been a battle between man and his machine against the natural difficulties of the 72-kilometre Circuit of the Madonie, and I know I am not alone in hoping it will always be that way.—D. S. J.

47th TARGA FLORIO—10 Laps

* **1st** :	J. Bonnier/C. M. Abate (Porsche 8-cyl. 2-litre) ..	6 hr. 55 min. 45.2 sec.—103.908 k.p.h. *(new record)*	
* **2nd**:	L. Bandini/L. Scarfiotti/W. Mairesse (Ferrari V6-cyl. 2-litre)	6 hr. 55 min. 57.0 sec.	
* **3rd** :	H. Linge/E. Barth (Porsche 4-cyl. 2-litre)	7 hr. 26 min. 19.8 sec.	
* **4th** :	G. Bulgari/M. Grana (Ferrari GTO 3-litre)	7 hr. 26 min. 31.8 sec.	
5th :	P. Strahle/A. Pucci (Porsche 4-cyl. 2-litre)	7 hr. 33 min. 37.4 sec.	
6th :	G. Scarlatti/J. M. Bordeu (Ferrari GTO 3-litre) ..	7 hr. 40 min. 16.4 sec.	
7th :	U. Maglioli/G. Baghetti (Porsche 8-cyl. 2-litre) ..	7 hr. 49 min. 12.8 sec.	
8th :	Z. Teokotoua/J. Hitchcock (Ferrari GTO 3-litre) ..	7 hr. 59 min. 33.6 sec.	
* **9th** :	Virgilio/Calascibetta (Alfa Romeo GSZ)	8 hr. 17 min. 36.8 sec.	
10th :	Cavaliere/Riolo (Porsche RS61)	1 lap behind	
*11th :	Cella/Patria (Lancia Flaminia Zagato)	1 lap behind	
*12th :	Koch/Schreter (Porsche Abarth 1600)	1 lap behind	
13th :	Nicolosi/Taramazzo (Ferrari GTO 3-litre) ..	1 lap behind	
14th :	Ridolfi/Laureati (Alfa Romeo GSZ)	1 lap behind	
15th :	Rigano/Zerema (Alfa Romeo GSZ)	1 lap behind	
16th :	Lessona/Nicodemi (Alfa Romeo GSZ)	1 lap behind	
17th :	Basini/Vinatier (Rene Bonnet 1100)	1 lap behind	
18th :	Donato/Mascari (Lancia Flaminia Zagato) ..	1 lap behind	
19th :	Giugno/Sillitti (Alfa Romeo GSZ)	1 lap behind	
*20th :	Bigrat/Bobrowski (Rene Bonnet 1000)	2 laps behind	
*21st :	Baggio/Ravetto (Jaguar E-type)	2 laps behind	
22nd:	Cabella/Massoni (Lancia Flaminia Zagato) ..	2 laps behind	
23rd :	Epstein/Wilks (Cooper-Climax Monaco)	2 laps behind	
24th :	Hanrioud/Gauvain (Fiat-Abarth 1000)	2 laps behind	
25th :	Cahier/Slotemaker (B.M.C. Mini)	2 laps behind	
26th :	Arutonoff/Pryor (Lancia Flaminia Zagato) ..	2 laps behind	
27th :	Whitmore/Frere (B.M.C. Mini Twin)	2 laps behind	
28th :	de Tommasi/de Leo (Lancia Aurelia)	2 laps behind	

Fastest lap : M. Parkes (Ferrari 250P), on lap 2, in 40 min. 04.1 sec.—107.784 k.p.h.

55 Starters — 28 Finishers.
** Class winners.*

TARGA TITBITS

Five Lancias started and five finished, which speaks highly of the Turin firm's reliability.

* * *

Amazing fellow Bonnier, drives very badly one week, and brilliantly the next; he certainly always shines on the Targa Florio circuit.

* * *

The works Ferrari team drivers Parkes, Surtees and Mairesse are now equal at one crash each, Parkes doing his at Sebring.

* * *

A lot of familiar faces were missing from the Targa Florio this year, Phil Hill, Gurney and Graham Hill, to name a few.

* * *

Abate lapped in 41 min. 16 sec. and 41 min. 19 sec., which was consistent and fast and a good relief driver for Bonnier, who did seven out of the ten laps.

* * *

Baghetti did his last lap and a half with only 1st gear, coasting down the hills in neutral as much as possible, but he finished.

MOTOR BOOK NEWS

Allan and Unwin will publish " A History of the World's Classic Cars," by Michael Frostick and Richard Hough, covering some 22 vintage and p.v.t. makes, in the autumn, and Hamish Hamilton expect to have the English edition of " The Ferrari Memoirs : My Terrible Joys," which contains fascinating references to Fangio, Ricard and Campari, etc., ready about the same time. Batsford are busy on another week-end/bedside book and Hough has written an anthology of famous races.

VETERAN—EDWARDIAN—VINTAGE

A Section Devoted to Old-Car Matters



STATELY PROGRESS marked the arrival of W. J. Oldham's beautiful 1911 20-*h.p. Renault at Petworth Park in the Veteran and Vintage Rally, for a lunch perhaps not quite up to the standard which would have been enjoyed when this Renault was a current model. Note the covers over the lamps to protect them from the English climate.*

4th INTERNATIONAL RALLY OF VETERAN CAR CLUBS

(MAY 10th/11th)

THIS rally, organised jointly by the V.C.C. and V.S.C.C., was another excellent gathering of historic vehicles sponsored by National Benzole. The entry of 311 cars ranged from the 1896 Arnold Motor Carriage to one of the most diverse assembly ever of vintage makes, and terminated in a colossal cavalcade round Goodwood, in which some of the competitors from the International Bugatti Rally also took part. Belgium, Germany, Italy, Spain, U.S.A., Switzerland, Norway, Holland, New Zealand and Eire were represented, along with the British entries.

As a rally the event tended to be more social than competitive. It started from the historic Madeira Drive at Brighton, unfortunately in rain and up hills rather too steep for some of the veterans, took in Petworth Park where a picnic lunch in rather small marquees did little to uplift damp spirits, and then wound through Sussex by-ways in better weather to Butlin's Holiday Camp at Bognor Regis on the Friday, prize-winners being decided by regularity on the road section, the routes varying according to class, and on driving tests at Goodwood on the Saturday, where the *Concours d'Elegance* was judged. Route finding for foreign entrants was not always easy, the insular British having printed the route card in one language only—their own! Butlin's was again used as the rendezvous on Saturday evening and it seems possible that history was made, for surely never before had an Isotta Fraschini, driven by a Countess, entered the well-known Camp, if, indeed, Countess Lurani was at the wheel. Where else, however, could a thousand people have been so easily and comfortably accommodated and their cars housed, with swimming and dancing facilities on hand? Only a gale on the Friday prevented the open cars being accommodated in special marquees, and these were provided by Butlin's on the Saturday night. National Benzole provided a magnificent buffet-supper, after which the prize-giving, to which MOTOR SPORT had donated two of the cups, took place. That officially concluded the rally, but Lord Montagu generously held a cocktail party for competitors on the Sunday at Beaulieu, and opened the Montagu Motor Museum free to them. Lord Montagu drove a 1909 Rolls-Royce in the rally but was delayed by a puncture, as was Tubbs in his 1907 40/60 Gobron Brillié.

Before the final parade at Goodwood formed up, demonstration runs were given by selected fast cars, Ed. Roy's immaculate 1913 G.P. Delage being paired with the 1911 Coupe de *l'Auto* 6.2-litre Delage, Sear's blower-4½ Bentley team car with a 38/250 SSK Mercedes-Benz, the Stanley and Doble steamers being sent out together, likewise a pair of G.P. Bugattis, a pair of Type 43 Bugattis, Clutton's Itala with Kenneth Ball's "Prince Henry" Vauxhall, etc.—very picturesque and unquestionably nostalgic, especially to foreign visitors who hadn't seen them before.

To report fully on events of such delightfully diverse entries would fill this issue, so we are going to compromise with comments on the behaviour of some of the cars up S. Harting Hill (the veterans used another route), some notes gleaned at Goodwood, and the official results :—

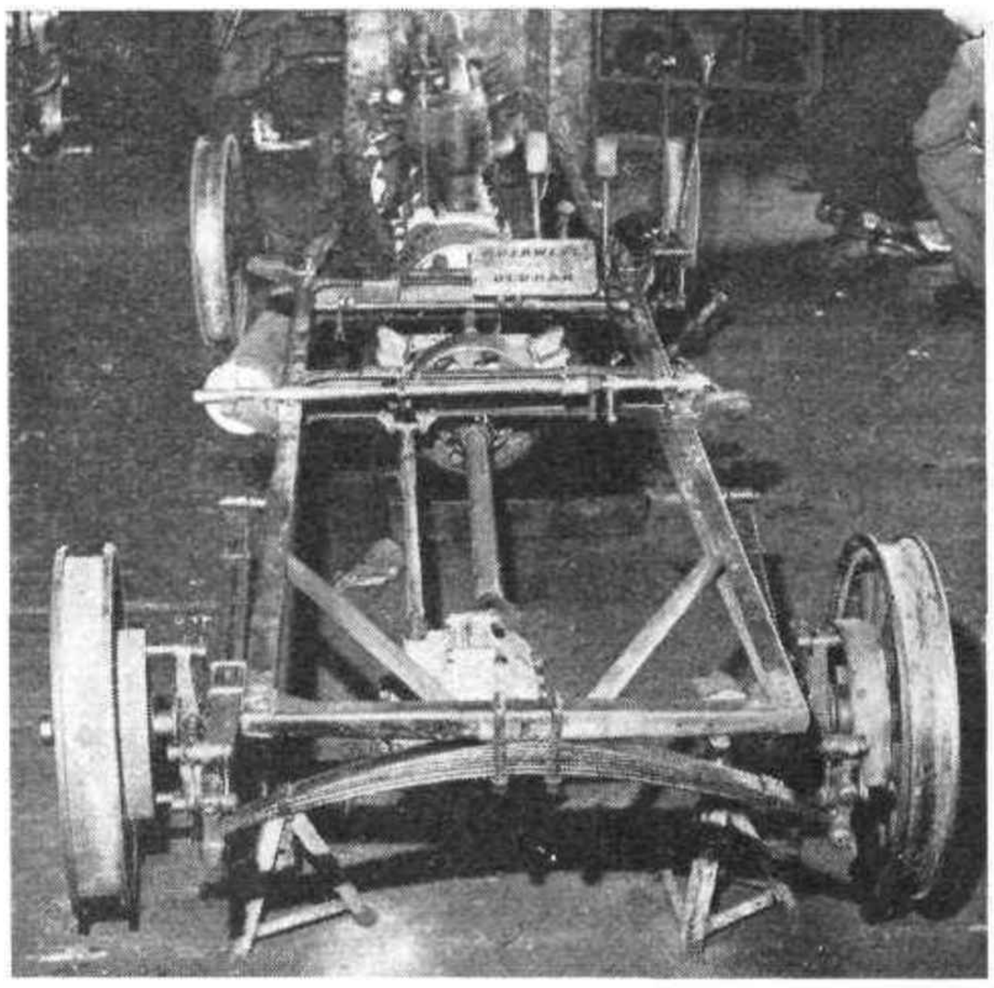
By far the first arrival at S. Harting was Mann's 1908 Vinot tourer, hood up, displaying plenty of brasswork. Hodgkinson's 1913 Calcott thundered up, Bruijn's 1908 12/14 De Dion sported an aluminium bonnet, Tacon's yellow 1910 Bianchi stopped but got away satisfactorily. South's sober 12/16 Sunbeam came up unconcernedly fast, but Davy's big 1907 Standard was slow, emitting bell-like noises. A. D. Johns' 1907 40/45 Mercedes "racer" came by amongst a group of cars, Caunter's 1912 14 h.p. De Dion was so slow that it had to stop for first speed to be put in, Major Pitt's Alfonso Hispano-Suiza had a fine deep exhaust note, and very dignified was Elder's 1913 23 h.p. Hotchkiss saloon, climbing the one-time speed hill-climb course slowly, to the steady beat of its exhaust, a gear-change neatly effected. Ball's "Prince Henry" Vauxhall was steady rather than fast, the 1913 Argyll likewise, while Cole's nice 1915 Bedford Buick tourer was both noisy and slow. It was held on speed by Tony Brooke's 1907 Renault. Habgood's multi-coloured 1914 Star had to shed a passenger and was passed by Kirby's 1905 Argyll. Sir Clive Edwards' 1910 Delage small car had a noisy gearbox but proved a strong hill-climber, and Haller's 1909 Chalmers-Detroit accelerated up the hill fantastically, aided by modern twin carburetters and other tuning aids. It was reminiscent of the old S. Harting climbs, especially as Sir John Briscoe's Coupe de *l'Auto* Delage and Neve's 1914 T.T. Humber also thundered up, whereas Lee's 1912 Unic was exceedingly staid. A fine horn note announced the impending arrival of Oldham's 1911 Renault landaulette, with four spare tyres on the roof and trunk behind, the driver making an expert gear-change, Caddy's 1925 Alvis and Hare's 1930 Lea-Francis went up quickly together, and Steele's 1909 8/12 F.N. made a good ascent, aided by having no passenger. Barton's slim 1913 Morris-Oxford pulled out and passed Gruning's 1911 10 h.p. Benz and Schuddejboom's 1927 Rolls-Royce also overtook the little German car.

Woodhouse's very nice 1923 Lea-Francis 2-seater was fast but nevertheless Skirrow's very noisy Frazer Nash slid past it on a bend. Webb's 1913 Clement-Baynard, a very clean car, came up steadily, Charity's Fiat 501 and Routledge's Morris-Cowley were well-matched, Johnson's 1912 10 h.p. Austin seemed determined to get up in the highest possible gear and Taylor's 1910 Hotchkiss passed Lindley's 1912 Belsize, waved on by a sensible mobile policeman at the second bend.

Continued on page 430

FRAGMENTS ON FORGOTTEN MAKES

No. 21 : THE ROTHWELL



The 1911 25-h.p. Rothwell chassis which is in process of restoration in Oldham.

THE recent discovery in Sheffield of what is probably the sole-surviving example of a car of this make, by J. H. Schofield, whose grandfather Fred Rothwell and his brother Tom built these cars in Oldham, led me to that Lancashire town of cotton-producing and industrial memory to learn more about these rare cars.

They were made by the Eclipse Machine Company which was founded by the Rothwell brothers in 1872 and became a successful concern, manufacturing sewing machines, bicycles and ticket punches used on many tramways.

In 1896 additional premises were purchased in Viscount Street, Oldham, and after Mr. Fred Rothwell had imported a Benz car (No. 610) the brothers were joined by the notorious Pennington, who convinced them that his design for a car having front-wheel-drive through an epicyclic gearbox and flat belts from a horizontal engine, and rear-wheel tiller steering, was the one with which to commence car manufacture. Like other Pennington projects this was a failure but the make survived.

An engineer from Royce & Co. in Manchester joined the firm and larger, hand-made cars were introduced. In 1904 these were 6-h.p. and 12-h.p. cars, exhibited at the Manchester Show, and they owed something to the contemporary Darracqs, and by 1906 still larger models were offered, culminating by 1910 in a 25 h.p. with i.o.e. 4-cylinder engine and a cheaper version with a proprietary 15-h.p. Aster engine. The design was sound and advanced. The cylinders were cast in two pairs, and both inlet valve cages above each block were detachable after undoing a single nut. There was dual ignition by trembler coil and magneto, a close-fitting undershield to render a flywheel fan an efficient extractor, the gear-lever was spring-loaded to prevent it jumping out of gear, the brakes were internal expanding, and alternative axle ratios were offered to suit different districts, or types of bodywork. The engine of the 25-h.p. Rothwell had a bore and stroke of 4 in. × 5 in. and ran at 1,000 r.p.m. The crankshaft ran in five phosphor-bronze bearings and power was transmitted through a cone clutch.

There were two models, Model-A with a wheelbase of 9 ft. 9 in. and Model-B with a wheelbase of 9 ft. 6 in. The respective chassis prices were £400 and £300. On the earlier versions an ingenious sliding peg gear-change had been used, but this was abandoned for a conventional 3-speed box after continual trouble with broken pegs. Otherwise these Rothwell chassis were soundly constructed to high standards, and notably reliable. The alternative axle ratios were 2.95, 3.6 or 4.53 to 1 for the Model-B and 2.95 or 3.43 to 1 for the Model-A. Tyre sizes were, respectively, 815 × 105 all round, and 870 × 90 on the front, and 880 × 120 on the back wheels.

Most of the engine and chassis components were made in the Viscount Street factory, and many of the bodies were built there, although some were made by Cockshoots of Manchester. In 1910 the Rothwell Model-B tourer was priced at £365, a more primitive side-entrance tourer was available for £350 and a sporting 2-seater cost £335. Hood, screen and lamps, however, were extra. Even the taxi-like Model-A landaulette, at £575, was supplied without lamps. A price of £35 was quoted for a " 2-seated body with sloping tool-box " and a " ¾ landaulette with extension canopy and windscreen " cost from £175. The standard metalwork was brass but for an extra £7 10s. nickel finish was available. A cape cart hood for a 2-seater was priced at £10, and crests and monograms cost 10s. 6d. each !

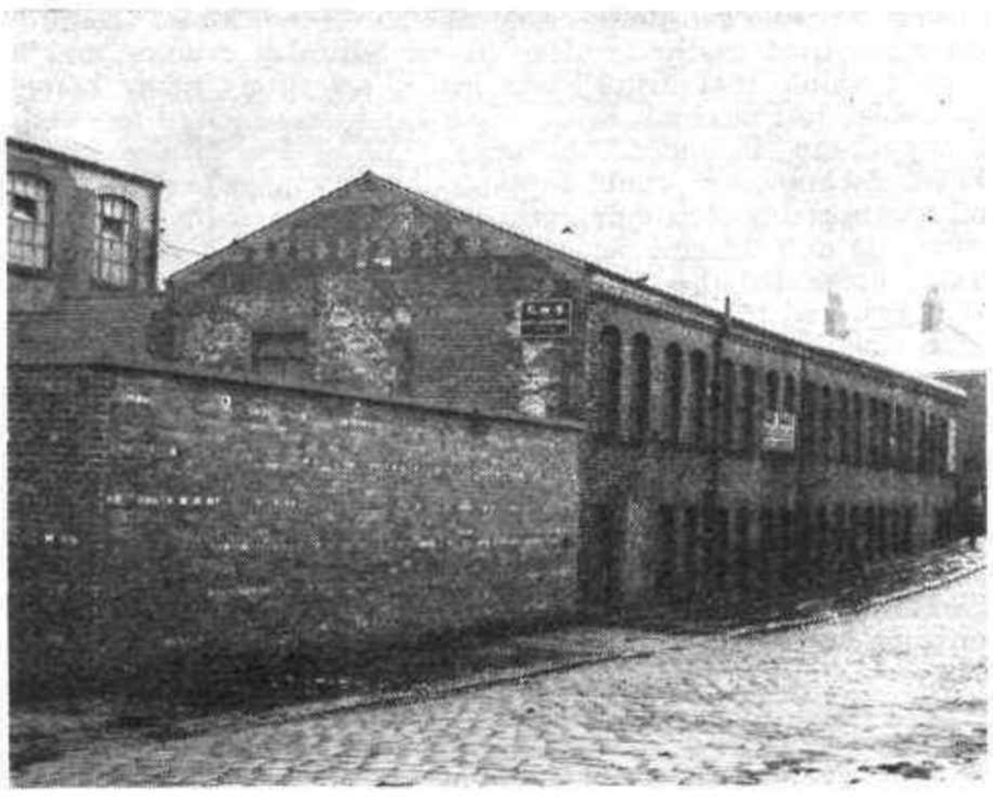
In all, it is thought that some 400 to 600 Rothwells were built. A few went out to India and some to South Africa. Production petered out in 1915 or 1916, when the Eclipse Machine Co. went over to munitions work. Fred Rothwell, a man of few words and high principles, died, and so much money had been made by 1918 that his partners retired and the business closed down. The factory was empty for many years, but became the Co-Op. Bakery's premises, then their transport department, but is now for sale. Two of the sons of the brothers who founded the firm are alive, and interest in this rare make has been revived by Mr. J. H. Schofield, M.I.M.T., of H. Hughes & Bolton Ltd., Rootes' agents of Oldham, an enthusiast who commenced motoring in an Austin 12/4 and never missed watching an Ulster T.T. He had one of the first Riley Nine Monacos in 1927 and conversation over lunch had a distinct " Cars I Have Owned " flavour.

His mother was Fred Rothwell's youngest daughter and before 1914 several Rothwell cars were used by the family, including a landaulette, photographs of which have survived.

Mr. Schofield naturally sought a Rothwell to rebuild and last year one was traced to a yard in Sheffield. It turned out to be a 1911 25-h.p. chassis, the body having been broken up. Mr. Schofield bought it for £50. It is in quite a good state of repair, with sound mudguards, silencer, etc., and is being painstakingly restored at Hughes & Bolton's premises.

This car was laid up in defiance of Lloyd George's h.p. tax in 1920, and from its general condition and lack of wear on the foot-pedals, etc., appears to have covered only a small mileage, after being first registered in May 1911. Interesting details that I noted when I inspected it were the well-constructed silencer with flanges as on a Rolls-Royce, bracing at the back of the chassis and struts between frame and crankcase, the White & Poppe carburetter and Simms magneto, metal linings beneath the mudguards to

Continued on page 430



The factory in Viscount Street, Oldham, where Rothwell cars were made. They were driven out of the second entrance, seen bricked-up in the picture.

Ferodo First

TULIP RALLY

1st Ford Falcon
H. Greder/M. Delalande

2nd Morris Cooper
P. Hopkirk/H. Liddon

3rd Volvo 122S
G. Andersson/L. Berggren

LADIES AWARD
Ford Cortina
P. Moss/J. Nadin

and 7 class awards

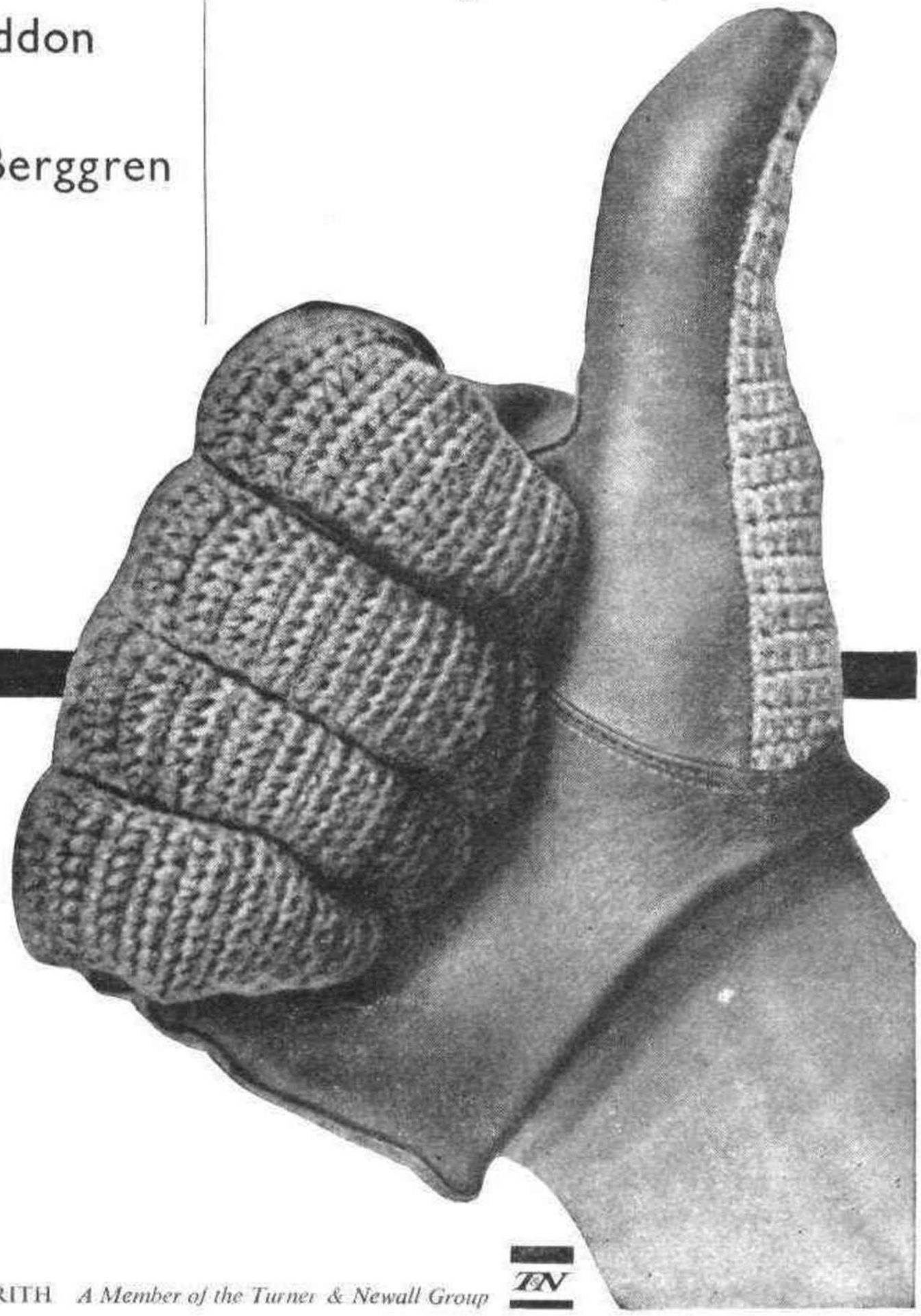
AINTREE 200

1st B.R.M. Graham Hill

2nd Lotus/B.R.M. Innes Ireland

3rd Lotus/Climax Jim Clark

(Results subject to official confirmation)



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Anti-Fade Linings for Drum and Disc Brakes

FERODO LIMITED - CHAPEL-EN-LE-FRITH *A Member of the Turner & Newall Group*

12/39

INTERNATIONAL RALLY—continued from page 427

Hill's 1930 A.J.S. was good, likewise Wadsworth's 1922 3-litre Bentley, Adams was obviously master of his 1919 40/50 Rolls-Royce gearbox, but the "Genevieve" Spyker was boiling and so was Creek's nice little Charron-Laycock, while Crabb's 1914 Delage laid on a smokescreen for Burchell's 1913 Rolls-Royce. Brysden's 1925 Vauxhall was fast, but Danaher's 1928 Humber was popping back and Pooley's 1913 10 h.p. Delage stopped to change gear, while Caudle's 1912 Buick blew its exhaust whistle.

Vaux's 1905 Daimler built up revs. nicely, it was good to see Cuthell's Alfonso Hispano-Suiza out again, but Marsh's 4-speed much-drilled Ulster Austin was more suited to a 750 M.C. race meeting. Two A.C.s of different ages came up together, a flat-twin Rover 8 went by, Marshall's 1925 Jowett and Heinrich's 1925 2-litre Mercedes both overtook Miss Rosborough's 1910 Adler, while Gough's little 1913 Enfield came to rest and its lady passenger was left to walk up. Bendall raced up in his white Austrian-Daimler and the enormous bulk of Gurney's ex-Sword 1914 25 h.p. Opel tourer was almost overpowering, yet it was on 880 × 120 tyres. Janssen's 1916 Calcott carried a third occupant in a fine dickey seat. Bailey was using his 1912 Cadillac's hand-operated screen-wiper, a genuine M-type M.G. and two G.N.s went by, Schuldt's Fiat 501 had a brace of plaques strapped across its scuttle, Tencate's 5.3-litre Bugatti sported a basketwork body, a Marmon-Roosevelt saloon passed a Minivan, but Cooke's rare 1928 Triumph 15 saloon had to turn round and went up in reverse to obviate fuel starvation! Kaluzza's 1928 4-litre Mercedes-Benz hauled a trailer, and an O.M. was followed by an Ansaldo tourer and Mercedes, their crews in yachting caps, and an enormous, but slow, 1912 20/25 N.A.G. "racer." There were unfamiliar models of Adler and other German cars.

* * *

Goodwood gatherings:— Oddest car present was the 1900 3½-h.p. Maurer-Union from Germany; it seemed to be *begging* for National Benzole! Some of the veterans, like the Stephens and Ranch's Benz, had to be manually reversed in the garage test. Rawling's Swift cyclecar had a fit of temperament and had to be cranked furiously in the Le Mans gambit. The T.T. Humber, the Chalmers, one rear wheel spinning backwards as it braked, and Mann's 1908 Vinot were very quick through the tests. The finest turf-turf noises came from the Turicum. The 450 c.c. 1940 Quadrant was distinctly jelly-like. Several de Dions refused to start in the icy Goodwood air. President of the V.S.C.C. Rowley drove his Velox 30/98 Vauxhall. Dr. Marsden's 1929 Rolls-Royce looked more "everyday" than "*concours.*" Lightfoot's 1902 Mercedes would have suited Mr. Toad! The commentator was unduly impressed by work put in on Bauer's ugly 1928 sports Dixie, to get it to run in the Parade—he even said it had been driven *all* the way from Germany, so it must be no mean amphibian! Another interesting Austin 7 link was seen in Dichtl's l.h.d. Dixie saloon, looking just like a Longbridge product. Impossible to list all the interesting cars, but they ranged from a 3-cylinder Rolls-Royce and the only Rover-Sunbeam thought still to exist, to a wooden-wheeled Isotta-Fraschini. The bevy of snarling Bugattis, Hugh Conway's lovely Type 43 among them, lapped the 1897 Soame steam cart, courageously fired by J. M. Edwards, whom one felt was perfectly justified in bringing his entry on a transporter.

Perhaps the most intriguing of the many cars present was Ed. Roy's superbly rebuilt 1913 G.P. Delage. Apparently the car was found after it had been raced on American board tracks with a V8 aero-engine installed, one bank of cylinders having been removed to comply with capacity limits, so the story goes. Roy found the original engine of this Delage (No. 2 of the team), 3,000 miles away, rebuilt and installed it. Incidentally, another car with horizontal valves, apart from the two racing Delages, was Jones' 5.6-litre Duesenberg-engined Roamer, up from S. Wales. It is used as a "shopping car" and is troublefree except for plug-fouling in traffic, a bother Neve was experiencing, having converted the T.T. Humber into a "tourer" for this rally, both these cars craving the open road.

Clerk of the Course Tom Rolt used his "one-owner" 1924 12/50 "duck's-back" Alvis, and Deputy Philip Mann his 22/90 racing Alfa Romeo, as official cars, and a Bébé Peugeot, the 1908 G.P. Itala, etc., were likewise on official duties.

Results :

H. G. Schoof Memorial Trophy (best overall performance) : P. Tacon (1910 Bianchi).
National Benzole Trophy (best performance by U.K. competitor) : K. M. Hill (1930 A.J.S.).



A RACING CAR ON SOUTH HARTING, as in the days of old. Sir John Briscoe, Bt., ascends the Sussex hill in an appropriate car, his 1911 3-*litre Coupe de* l'Auto *Delage.*

National Benzole Overseas Trophy (best performance by foreign entry) : H. Dichtl (1928 Dixi).
Autocar **Veteran Trophy :** T. W. Lightfoot (1902 Mercedes).
Autocar **Edwardian Trophy :** P. Tacon (1910 Bianchi).
Autosport **Edwardian Trophy :** G. A. Cuthell (1912 Hispano-Suiza).
MOTOR SPORT Touring Trophy : K. M. Hill (1930 A.J.S.).
MOTOR SPORT Trophy : D. P. Martin (1929 Riley Nine).
Butlin's Trophy (*Concours*) : A. A. Dray (1904 Wolseley).
Lanchester Trophy : T. R. Nicholson (1928 Lanchester).
Fiat Trophy : J. M. Hayward (1927 Fiat).

The Vintage Tailpiece picture last month depicted a 1933 Marendaz Special, photographed by J. Le Sage.

* * *

Correction : Before publication, but too late to correct, we realised our error of saying the Appleton Special is still supercharged. This pre-war "special," built by R. J. W. Appleton, had a 3-bearing Riley Nine-based engine endowed with a high-pressure Zoller supercharger, in a 1,100-c.c. Maserati chassis, extensively drilled and using a pre-selector gearbox. In this form the car broke the Class G Mountain lap-record at 76.1 m.p.h. Today the original engine has been mislaid and a Riley engine with four Amal carburetters has been substituted.

* * *

We hear that a rather sad 1925 12/24 De Dion Bouton 2-seater has been saved in Berkshire, that a Cluley light car converted into a lorry lies in a field in Wales and that some ancient lorry chassis, with and without engines, have been seen in a yard in South London.

THE ROTHWELL—continued from page 428

prevent damage from stones, and total-loss drip-feed lubrication assisted by a "boot-lace"-driven pump. One pipe from the drip-feed tank enters the gearbox. Rear suspension is by a platform spring and side ½-elliptics. Apparently electric lighting was never used on this car.

This is surely the sole surviving Rothwell? The firm made motorcycles, their 3-h.p. machine, *circa* 1904, costing £45, and some commercial vehicles, the latter based on the 25-h.p. passenger-car chassis but with chain-drive in one instance. Dronsfield Bros. used Rothwell lorries, Buckley & Proctor had a van and the Oak Leather Works of Oldham the chain-drive open-sided lorry, and there were some ambulances, but all have long since disappeared.—W. B.

To Brighton in a Foden Steam Wagon



READY FOR THE FRAY.—T. T. Boughton & Sons' 1928 Foden, brass-work and paint immaculate, in which the Editor of MOTOR SPORT *rode through the H.C.V.C. Brighton Run, seen on its way from Amersham to the start, with the Triumph Vitesse in attendance.*

LAST year the Historic Commercial Vehicle Club held its first London-Brighton Run, which I reported after going through as passenger in Rootes' 1909 solid-tyred Commer Type WP3 omnibus.

This year I felt I should travel on a steam wagon and a ride on Messrs. T. T. Boughton & Sons' 1928 Foden was immediately forthcoming. This wagon (No. 13138) was rebuilt some years ago at the suggestion of Mr. H. W. Hearn, who had joined this well-known firm of winch-manufacturers after a lifetime of driving steamers of all kinds — Garrett, Mann, Allchin, Sentinel, Ransomes, they all draw first-hand reminiscences from Mr. Hearn. At the time of the Suez Crisis it was got ready for serious haulage work, in case petrol was rationed for a long period. It has been driven to innumerable rallies since then, covering 2,000 miles last year, and proudly displays plaques earned at events as far afield as Cornwall, Somerset, Norfolk, Essex and Stafford. On the run to Cornwall it consumed 5 cwt. of coal in 160 miles.

It is always *driven* to rallies, not conveyed on a low-loader like so many of its kind, and I had the happy idea of accompanying it on its journey to the start, as well as riding on it in the "Brighton." As I swung the Triumph Vitesse into Bell Lane, Amersham Common, a steadily rising cloud of smoke told me that the Foden lorry awaited me in Boughton's yard. Sure enough, there it was, resplendent in new livery, every square inch of brass-work gleaming, a Guinness advertisement flanking its drop-sided body.

Soon we were on our way, through Chalfont, across to Uxbridge and down the long straight road past Northolt Aerodrome into London, sitting so high that the scenery was visible over the highest fences. The noise was deafening to one unaccustomed to it, the ride comfortable, the brakes, two rear wheel sets applied by two separate pedals, extremely powerful, so that our driver, sitting on the extreme right of the glass-fronted wooden-roofed cab, pulled up far more readily than most motorists for pedestrians about to step onto crossings.

Most of the noise comes from the long driving chain, over 30 feet long, which has been in continuous use for a quarter of a century. Before the driver, in a cut-away in the front of the cab, revolves the flywheel, and the piston rods, and big-ends concealed only beneath a lift-up metal flap, rotate before one, a blur when the road is level and clear, visible as the Foden slogs up-hill to a fine even beat of exhaust. The only gauge in the cab, brass-bound naturally, indicated 200 lb./sq. in. so consistently that it might have been out of order, a tribute to the driver's skill in never once letting the engine blow-off, and to his young son's expert services as stoker. It seemed to me that driving was a very busy task but when I asked Mr. Hearn if it was tiring he replied "No, only interesting."

So we progressed at 20 m.p.h. on the level, half that speed up the steeper hills, the stoker changing gear with alacrity on a shout from the driver—this cog-swopping involving sliding over a horizontal polished steel lever and dropping home its locking pin. This Foden possesses three speeds but only middle and top speeds were used, middle sufficing even for the pull up into Chalfont, and up Battersea Rise to Clapham Common.

To one who imagined that steam lorries were fearfully slow and had to make frequent stops for water, it was a revelation that Boughton's Foden did the 40 miles or more from Amersham to the Museum of British Transport at Clapham in approximately two hours, with one short pause to check the big-ends, and with enough water at the finish for another 15 miles or so. Never once had there been a "close-call," the powerful brakes and Ackermann steering coping with Saturday morning traffic, which was heavy, especially over Putney Bridge, through Wandsworth, to our destination. Here the Foden was parked and sheeted up in readiness for the Run on the morrow, after the water-pump gland had been repacked. It is shod on 40×8 pneumatic tyres, Pirelli Carriload twins at the rear, a Pirelli Carriload and a Henley on the front wheels.

On the Sunday we had a completely trouble-free and pleasant run to Brighton, four-up, for one of the typists from Boughton's came along, the entire firm being apparently Foden-conscious; on arrival the Managing Director gave a hand with the polishing. The run took 3 hr. 5 min., Clapham to Brighton, with quite a long pause at Bolney, the water supply, 200 gallons in the main tank, another 120 gallons in the auxiliary tank, lasting the entire 54 miles. Perhaps 1½ or 2 cwt. of coal was consumed. At first the K-type General omnibus held us up but once clear of it after Sutton hill, we got along well, although A. R. Williamson's 1926 Sentinel steam tractor, driven down from Stoke-on-Trent with only three stops for water, went by on the long straight into Crawley and disappeared in the distance—model-T Fords and Trojans could also draw away from us. Even the Brighton Road hills, however, never bought us off second speed and on one we restarted in top.

Soon after Bolney the Sentinel was seen pulled off the road taking on water, so our Foden was the first steamer to arrive on Madeira Drive, followed by the Sentinel and Sparrow's Foden tractor which has been low-loaded to the start, Foden's own 1916 wagon being a non-starter, while J. Fisher's 1922 Foden from Burghfield Common had arrived dramatically, also on a low-loader, filling Clapham High Street with a dense cloud of high-pressure steam, the boiler plug having fused before it was even unloaded! In the best motor racing tradition it had a long-range (water) tank fitted specially for the Run but it hadn't arrived in Brighton when the driving tests commenced.

The Boughton & Sons' Foden ran impeccably for the 100 miles I rode on it; it has decided me that, if ever I have to order a fleet of commercial vehicles, *they will be steamers*! — W. B.

Commercial comments:—the entry of this year's Run, sponsored by National Benzole, totalled 89, including 11 taxis and eight fire-engines. Oldest was the 1912 14½-litre 6-cylinder-in-three-pairs-of-two Belsize fire-engine. Lord Montagu drove the second oldest, Rootes' 1913 Commer fire-engine, which got in

on time after three stops to replenish the radiator. One taxi was a Beardmore.

* * *

Model-T Fords and Trojans were out in force, the ladies in Hill's ex-R.A.F. Trojan tender wearing big picture hats. Very commendable—V. E. Brewster's 1922 l.h.d. 7-cwt. model-T Ford van. A. Norman's 1922 model-T wine merchant's van was also extremely smart.

* * *

Best Bros.' very rare 1914 Wolseley lorry chassis made the Run on a Thames Trader, but B. Monk drove some of the way in his 1922 De dion Bouton road-sweeper, with circular Solex radiator. It has the sort of de Dion back axle you wouldn't want on a racing car.

* * *

Reversed front ¾-elliptic springs graced the 1926 Overland truck, the 1930 Albion-Merryweather fire-engine bore the name "Mrs. Frequently" in its bonnet. A 1931 Morris looked like a *replica* truck on a private-car chassis, but the Army Austin 7 was genuine. A few of the vehicles were scruffy, notably, the H.C.V.C.'s 1931 Reo coach, which displayed a "Just Married" placard. But the Club's ex-R.F.C. solid-tyred Leyland Chivers van was as presentable as ever.

* * *

The Trojan brougham was on solids. Most interesting entry? In my opinion the 1915 Selden lorry, also on solid tyres. Harrods' 1919 Walker battery-electric van made it on its own "juice."

* * *

L. Matthews' 1914 Warwick was entered as a "news-delivery" cycle but looked like a normal passenger version. The H.C.V.C. should refuse entries of private car chassis, even when endowed with van or truck bodies, unless proof exists that these were put on in vintage times.

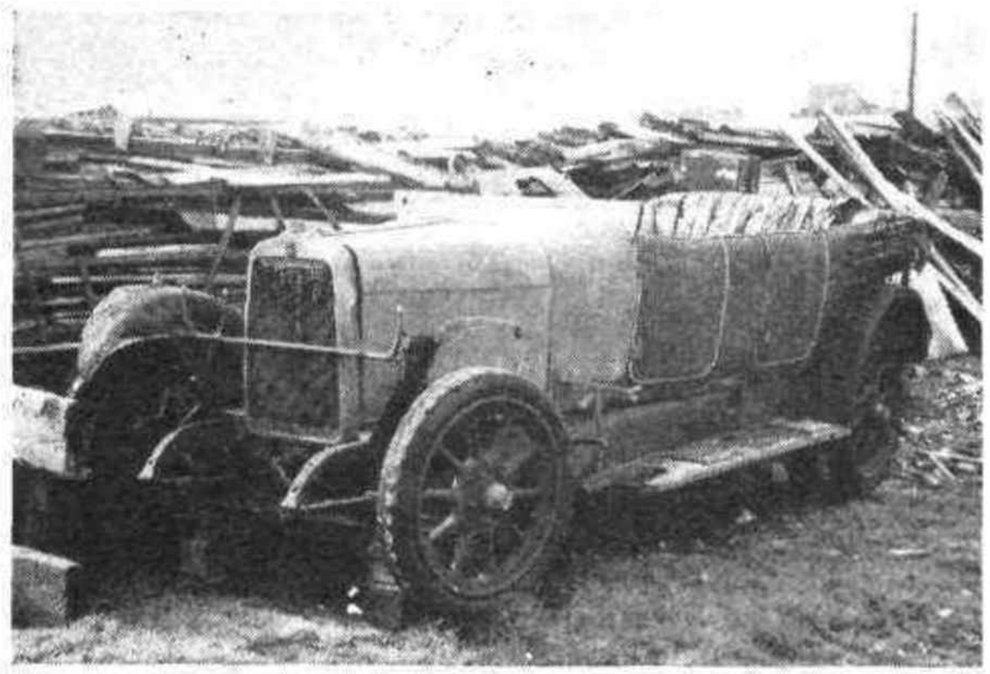
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Once again National Benzole laid on hospitality at Brighton, commendably free from fuss or advertising intervention.—W. B.

THE MIDLAND MOTOR MUSEUM

On May 29th another museum was opened. This is the Midland Motor Museum at Measham, of which Lord Montagu is Chairman and which is owned by a company formed by David Wickens, Chairman of Measham Motor Sales. The Museum is housed in a fine new building, able to accommodate 80 vehicles and with natural lighting from glass panels in the roof. High doors enable commercial vehicles to be driven in, and the walls are flanked by stands donated by firms such as Castrol, Dunlop, Girling, Lucas, Terry, Johnson's Polish and others to show the development of components down the years. Lord Montagu has also provided some very jolly and historic old posters, brought from Paris, to decorate the walls. There is a souvenir shop, free car parks, car-wash and restaurant, and eventually, we gather, a skid-pan and kart-track, etc., will be added. The vehicles are less exciting than those at Beaulieu, for there is only one racing car, the Napier-Railton, and that won't be there when its owner is racing it at Silverstone or Oulton Park, nor are motorcycles represented, as they are so well at Beaulieu. From the South the journey up M 1 is easy, but thereafter, avoid lorry-infested A 5! The Museum is open every day from 10.30 a.m. to 6 p.m., or from 10 a.m. to 5 p.m. after October, adult admission costing 3s., children 1s. 6d.

The exhibits are: Lord Montagu's 15/85 1929 Alfa Romeo; the Hon. Gerald Lascelles' Aston Martin DB2; de Freyne's smart 1928 A.C. Six; Lisle's Austin Ulster; Wyatt's 1935 Austin 16; the EX-179 M.G. record-car loaned by the M.G. Car Co.; a 1939 A.E.C. Renown; Watts' 1922 3-litre Bentley; a 1911 Briton; Reeves' 1899 Benz Ideal; a Castle Three tricar; a tatty 1937 Cord 812 lent by James Leasor; a Crossley 19.6; the Daimler Bass Bottle; a 1913 10/12 D.F.P.; Daimler's very fine 1911 4-cylinder 12-h.p. and 4-litre coupés; Daimler's 1913 30-h.p. saloon; a Dennis fire-engine; a rare 1898 Decauville; a 1901 Durkopp; Cooper's 1931 model-AF Ford; Dr. Harris' Frazer Nash; a 1925 model-T Ford Walls' ice-cream van; Pybus-Patterson's 1923 11.4 Humber; Bone's big 1939 Horch; Steadman's 1899 Benz; Hutton-Stott's 1919 Lanchester 40; a 14/46 La Buire tourer complete except for badge and filler cap; Collings' luridly-painted 11.9 Lagonda; Lt. Comdr. Bush's V12 Lagonda; a Leyland lorry; Murrell's 1926 Locomobile Junior 8; a Mk. 3 Lotus; a 14/28 M.G. Sports; Newman's tatty Morris-Cowley; the first Morris Minor MM; Wheatcroft's 38/250 Mercedes-Benz; B.M.C.'s Morris Commercial; the Napier-Railton; a 1913 Colonial Napier; a remarkable 1910 Phanmobile; a Rhode; a 1904 Raleigh; a rough Raleigh Safety Seven; a very nice Renault Monasix coupé that has run only 22,000 miles; a 2-cylinder Edwardian Renault; a 1929 Rolls-Royce 20; Gosnell's Sima-Violet cyclecar; Taylor's S.S.I; a 1908 Thorneycroft T.T. 5.2-litre chassis, very impressive, but *sans* tyres; Lord Montagu's "Prince Henry" Vauxhall; a 1904 3-cylinder Vauxhall; a 20/60 Vauxhall Hurlingham sports; and a nice 1913 16/20 Wolseley landaulette. They are all described in a fine combined Beaulieu/Brighton/Measham catalogue, price 2s. 6d.—W. B.



STILL THEY COME TO LIGHT.—A rare 12/30 6-cylinder Talbot found rotting in a field "somewhere in Yorkshire" and—

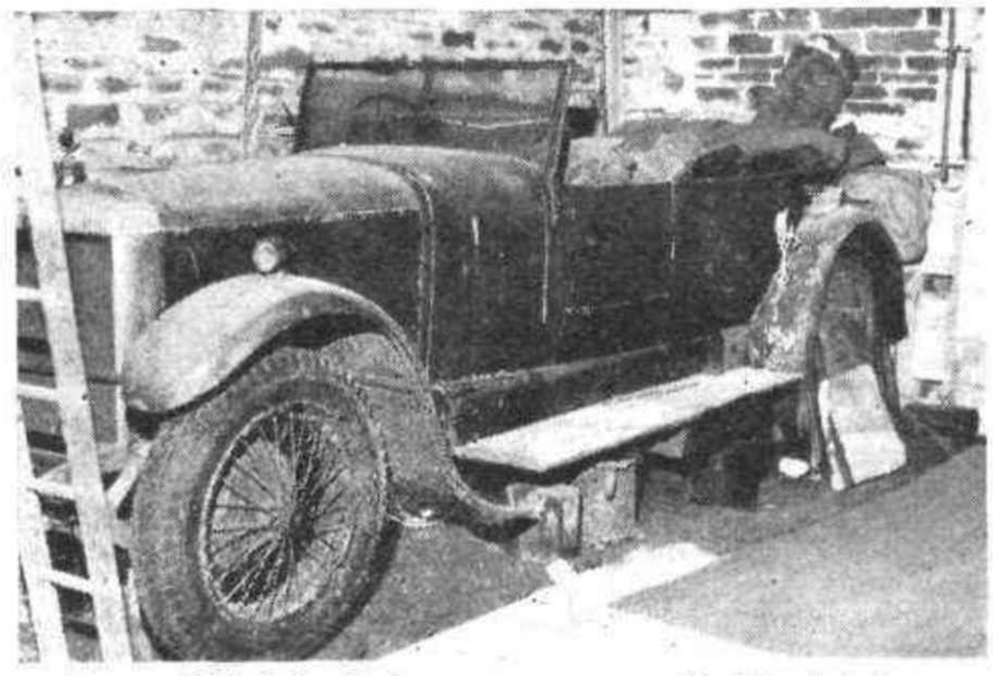
Old cars discovered or reported include a *circa* 1923 6-cylinder 12/30 Talbot tourer, languishing in the open but generally complete, in a field in Yorkshire, and, at the same farm, a very sporting 1926 Daimler Twenty open tourer with dismantled engine and a large 1923 Fiat chassis. A 1927/8 Fiat fabric saloon in sorry state has been found in the Midlands, probably a 507, although referred to as a 501, and data is needed on a *circa* 1925 Derby (XX 2990) being restored in that area. In Lincolnshire a 1925/6 4-cylinder Armstrong Siddeley landaulette is available for a tow-away sum, an Autovia V8 engine lies in a yard at Ipswich, there is an Alvis Firebird and rough Singer Le Mans at a breaker's in Suffolk, and we hear that an old Leyland lorry has lain for many years in a scrapyard near Blackpool. An 88-year-old owner has what is thought to be a Riley Plus-Ultra for disposal, because he can no longer obtain insurance, and a couple of wheels from a *circa* 1920 11.9 Standard, shod with 710 × 90 tyres, have turned up in Hampshire. A 1930/31 Standard Avon coupé may be available in that county. Letters can be forwarded. Requests have been received for a Talbot 75 or 90 block and head, and radiator and lamps for a 1921 16-h.p. Wolseley tourer found in Wiltshire and about to be restored.

* * *

Forthcoming Fixtures. There is to be a parade and *Concours d'Elegance* of veteran and vintage cars in connection with the Flimwell Youth Club Fete at Ticehurst, Sussex, starting at approximately 2.30 p.m. on July 6th. Entries, at 2s. 6d. per car, close on June 28th. Entry forms from J. Molesworth Edwards, Ticehurst Motors Ltd., The Square, Ticehurst, Sussex.

The Oxford Freedom From Hunger Committee is staging a big cavalcade of cars and festival of flowers at Blenheim Palace, Woodstock, Oxon, on June 9th. Entries have closed. The cavalcade, the Palace rooms, not normally open on Sundays, and floral decorations will be open to visitors.

Continued on page 441



—a fine 1926 Daimler Light 20 sports tourer which has lain forgotten for years in a remote barn; alas, its engine is in pieces.

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PICTORIAL REVIEW

International Trophy Silverstone Targa Florio

Aintree 200 Veteran & Vintage Rally

1000 Km. Nurburgring

FERRARI IN THE MIDDLE.—During the chaos of the start both Ferrari and Porsche works drivers were caught "napping" and joined the fray in the middle of the field. Here Surtees accelerates the winning 250P out into a bunch of assorted GTOs in front of the lone Testa Rossa.





PIT STOP.—Willy Mairesse brings two filler hoses to bear as Surtees comes in to hand over to him.



NOT PHIL'S DAY.—Phil Hill was not happy with the 2-litre flat-8 Targa Florio winning car and overturned at Aremberg corner.

1000 Km. Nurburg-ring

IN THE SCHWALBENSCH WANZ.—Surtees hurls the 250P Ferrari through the "Swallowtail" on a tight line to make the most of the banking.



EARLY LEADER.—Peter Lindner made a good start and led the works Ferrari first time round in this lightweight Jaguar E-type which he had only owned for three days.

STEADY SECOND.—As at Le Mans last year, Noblet and Guichet drove smoothly and sensibly in the rapidly changing weather and were rewarded with second place.



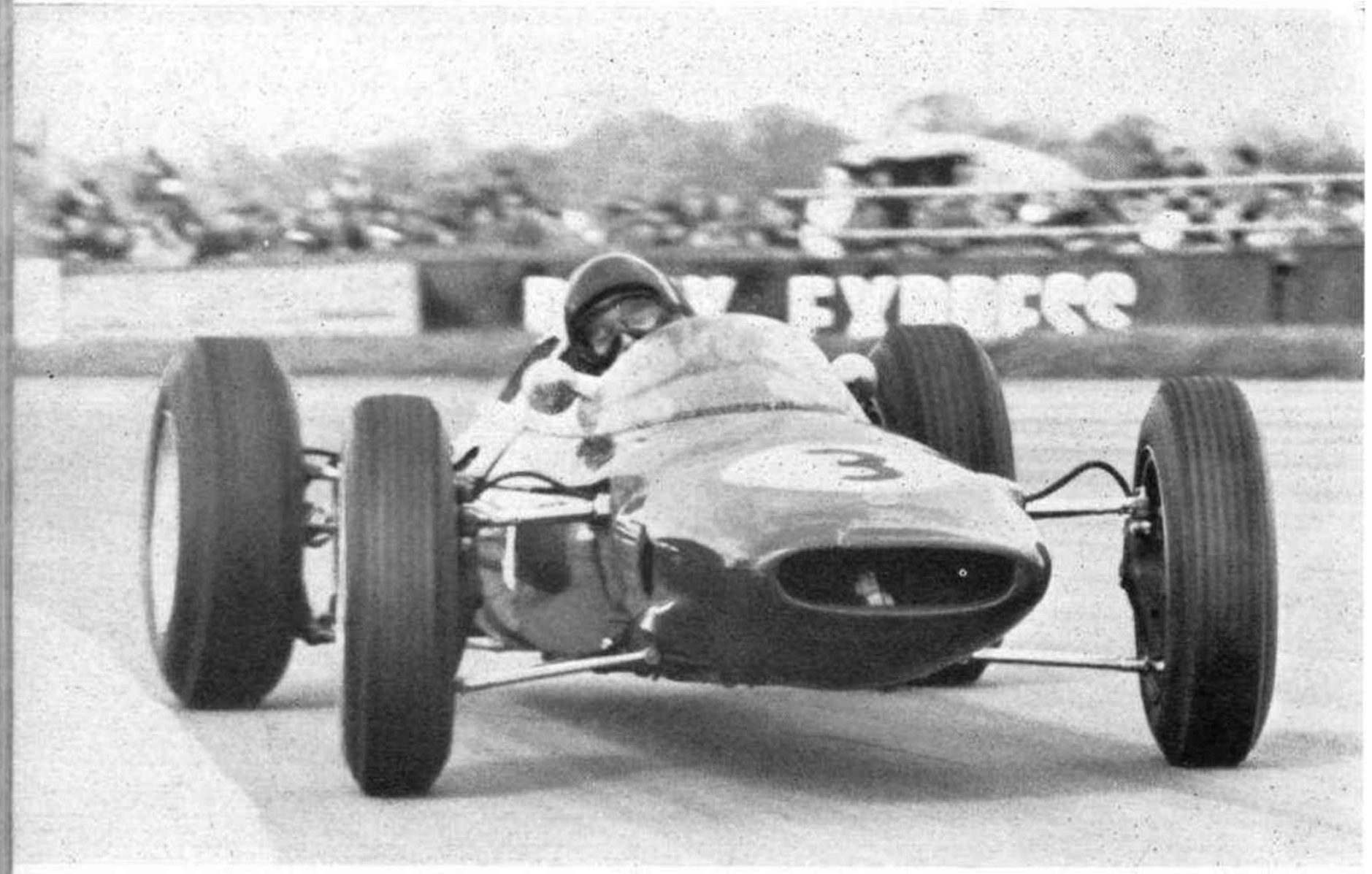




VANQUISHED.—World Champion Graham Hill could not get to grips with the leader in the International Trophy at Silverstone, as his B.R.M. V8 was not on form, and he finally retired with electrical trouble. With team-mate Ginther retiring early with gearbox trouble it was a bad day for the Bourne team.



OMINOUS.—During the International Trophy at Silverstone the new fuel-injection Ferrari driven by Surtees was losing oil from the start of the race, but holding on grimly to the flying Jim Clark until all the oil was used up, Surtees ran in second place, showing that Ferrari are back in the hunt once more.



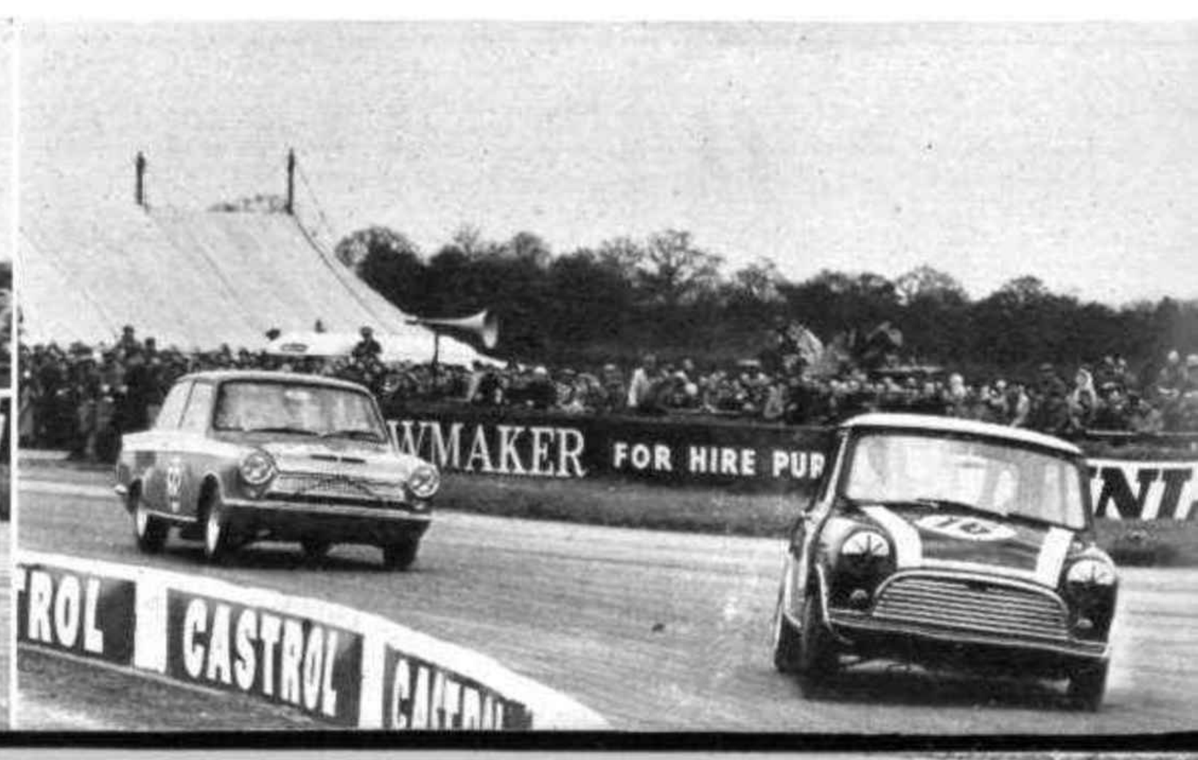
International Trophy Silverstone

VICTOR.—After trouble and a minor crash in practice for the International Trophy race at Silverstone, Jim Clark made no mistakes on the day and dominated all the opposition in his inimitable manner, driving the fuel-injection Lotus-Climax 25.

NO ARGUMENTS.—At the Daily Express *meeting at Silverstone Jack Sears driving this 6.9-litre Ford V8 entered by John Willment, trounced the 3.8-litre Jaguar opposition in the most convincing manner. The speed and cornering of this American "stocker" must have impressed a lot of people.*



SCIENCE OR FICTION.—John Whitmore indulging in his lurid cornering technique with the latest B.M.C. Mini Cooper S during the Daily Express *Silverstone meeting. He is followed by one of the Willment-modified Ford Cortinas that seemed to corner in a far less acrobatic fashion.*





PROTOTYPE G.T.—Carlo Mario Abate driving the winning Porsche coupe with flat 8-cylinder 2-litre engine in the Targa Florio. It can be appreciated how spectators get a good wayside view of the passing cars. In spite of an air-cooled engine the Porsche needs air slots in the nose for oil radiator and front brakes.



SPORTS CAR.—Ludovico Scarfiotti is seen driving the 196SP Ferrari V6 during the Targa Florio, when in spite of crumpling the right-hand headlamp and wing, he got the car into the lead before the rain came down. On the last lap Mairesse bent the tail, so the car was a bit second-hand when it finished in second place.

Targa Florio

TRAFFIC PROBLEM.—Parkes in one of the 250P Ferrari 3-litres and Maglioli in the open Porsche 8-cylinder are seen out in the country during the Targa Florio trying to get past a GTO Ferrari. The narrow Sicilian roads do not allow much room for overtaking.



CLASS WINNER.—Two local drivers, Virgilio and Calascibetta, were the main opposition to the fast Abarth-Simcas in the opening laps of the Targa Florio, driving their Giulietta Zagato. When the Abarths fell by the way this team went on to a deserved win in the small G.T. class.

PRIVATE OWNERS.—The two amateur drivers Bulgari and Grana, from Rome, drove an impeccable race in their recently acquired Ferrari GTO, losing third place overall by only a few seconds due to rain on the final lap. They both drove with commendable speed coupled with intelligent restraint, unlike some GTO drivers.







BAD LUCK.—As P. D. Wooley's 1930 *Aston Martin sails uphill, D. W. Gough's* 1913 *Enfield comes to rest and has to shed its passenger.*



A GROUP ON SOUTH HARTING'S SECOND CORNER.—R. Barton's 1913 *Morris-Oxford pulls out to pass A. Gruning's* 1911 *Benz, while J. C. Dymock-Maunsell's* 1926 40/50 *Rolls-Royce follows a modern interloper.*



Veteran & Vintage Rally

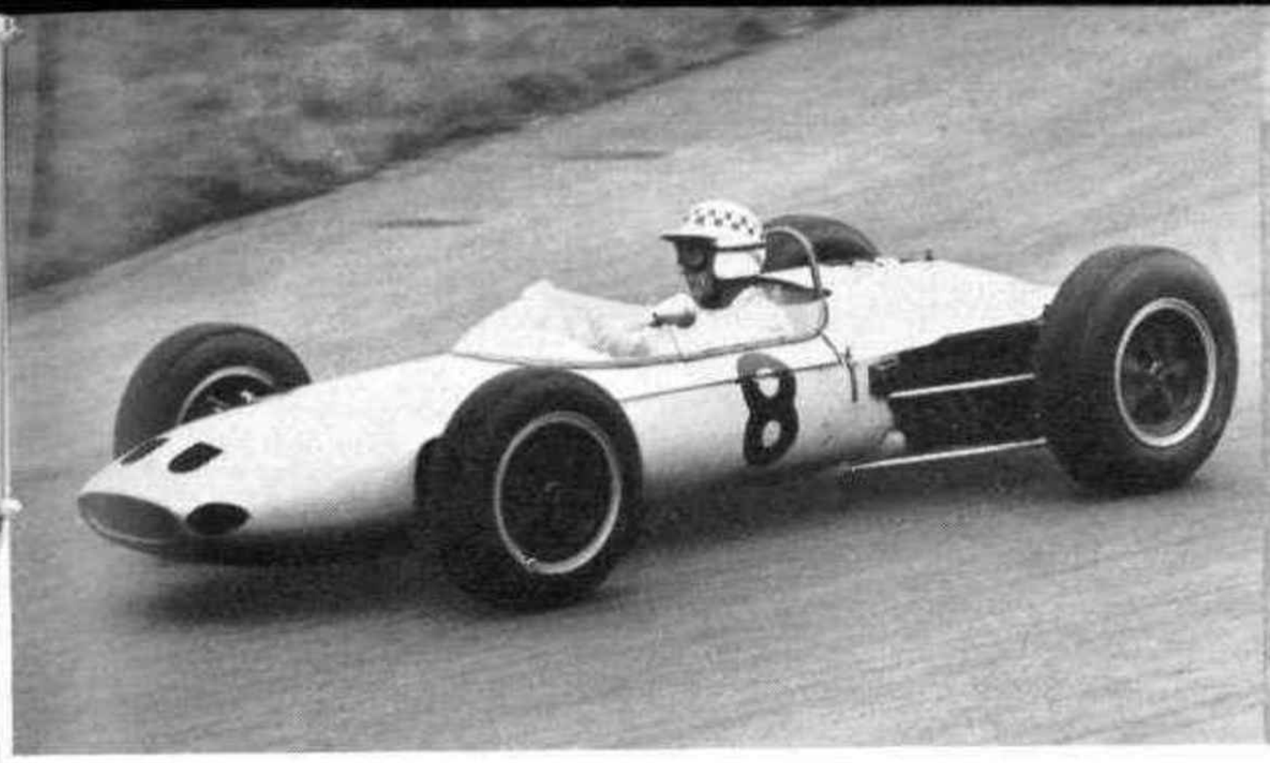
A RARE MAKE to encounter in England.—A. M. Halpern from Forest Row with the sporting 1912 20/25-*h.p. N.A.G. which he drove in the V.C.C./V.S.C.C. International Rally.*

OVERTAKING.—Dipl.-Ing. W. Presinger's 1912 16-*h.p. Opel from Mannheim is overtaken on South Harting Hill.*

KENNETH BALL'S ACQUISITION.—The recently restored 1914 *"Prince Henry" Vauxhall, owned by Autobooks' proprietor, going well with a full complement of passengers in the Veteran and Vintage Car Rally.*







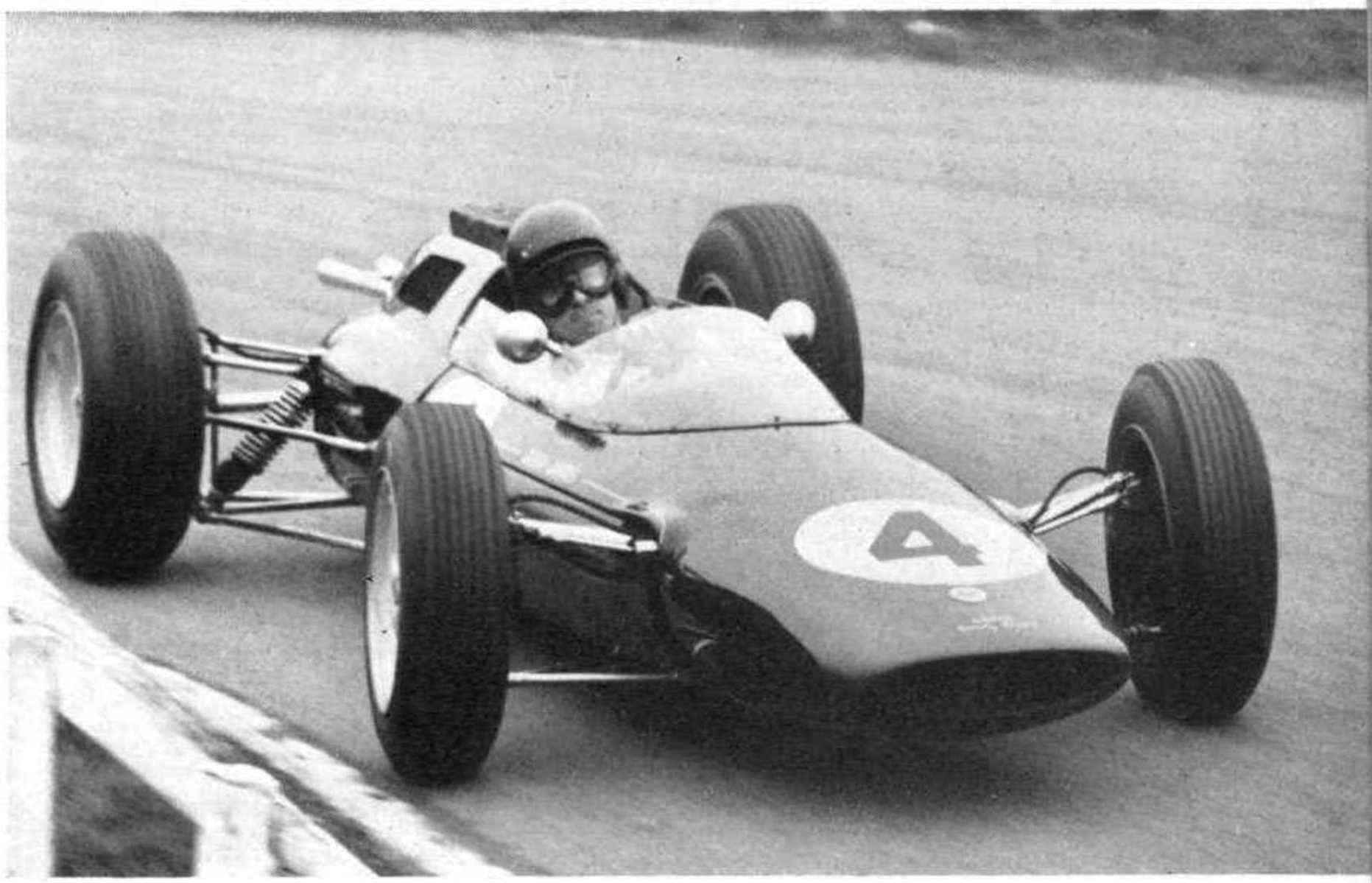
SECOND.—After a very good drive Innes Ireland in the B.R.P. Lotus-B.R.M. came second, only 15 sec. behind Hill.



WINNER.—Graham Hill in his works B.R.M. drove an immaculate race to win at 94.39 m.p.h.

Aintree 200

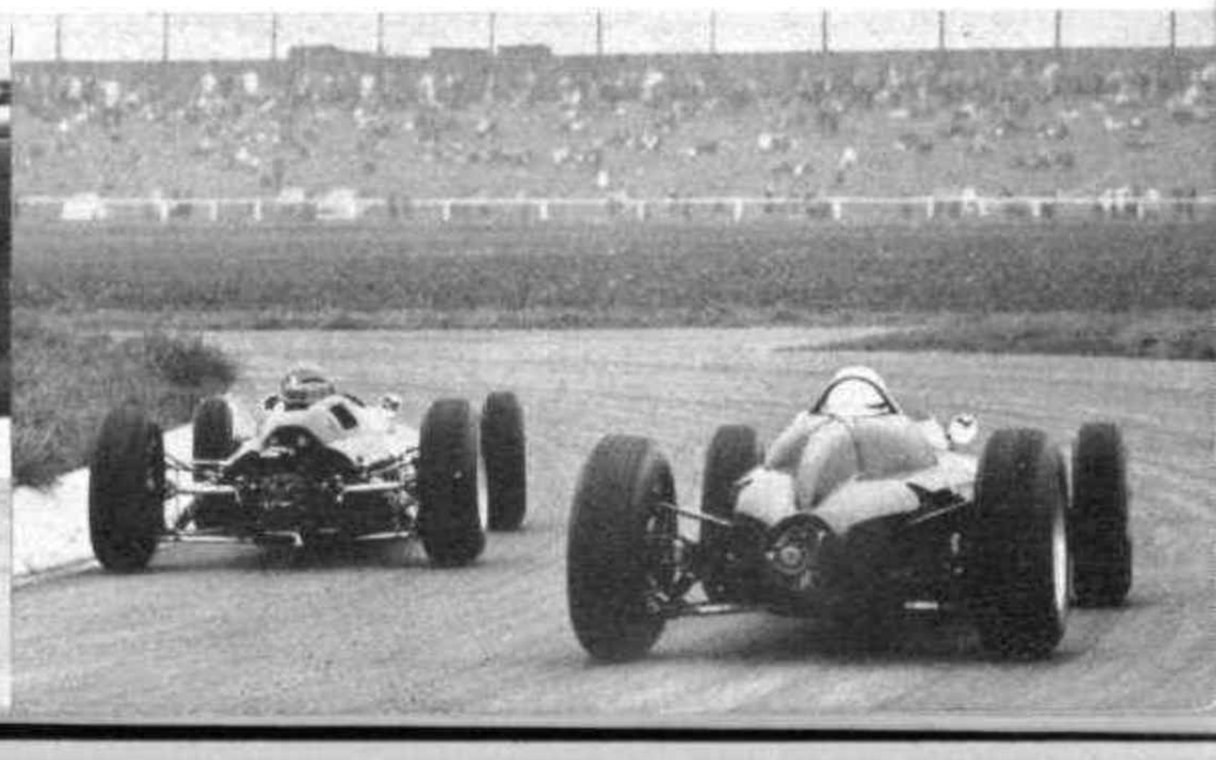
CATCHING UP.—Jimmy Clark in Trevor Taylor's Lotus 25, driving with grim determination as he carves his way through the field.



WINNING SPORTS CAR.—Roy Salvadori in Tommy Atkins' 2.7-litre Cooper Monaco won the sports-car race at 89.35 m.p.h.



THIRD PLACE.—Clark moving up into 3rd place during the Aintree 200. Ginther in the B.R.M. was no match for Clark once he had the bit firmly between his teeth.



CASTROL WINS

in

TULIP RALLY

LADIES CUP

Pat Moss & Jennifer Nadin
FORD CORTINA

CLASS A 1ST D. Morley/E. Morley
AUSTIN-HEALEY 3000

CLASS G 1ST E. Swart/R. Fusina
FIAT 1300

CLASS H 1ST R. Hopkirk/H. Liddon
MORRIS COOPER

(Subject to official confirmation)

USING IMPROVED CASTROL
BALANCED MULTI-GRADE OILS

Castrol MOTOR OIL

V.E.V.—continued from page 432

The annual Fleet Carnival Motor Rally and Pride-of-Ownership Contest will be held at Fleet, Hampshire, on June 16th at 2 p.m., with classes for all types of vehicles from modern scooters to steamers and commercials. Entries, at 5s. per vehicle per class, close on June 10th. Forms from Mr. Atkins, Council Offices, Fleet, Hampshire.

A *Concours d'Elegance* for veteran, vintage and p.v.t. vehicles will be held on June 20th in conjunction with Melton Mowbray Carnival. Entry forms from G. Liston-Young, Dickinson & Morris Ltd., Melton Mowbray, Leics. On June 1st the M.G. C.C. Vintage and Triple-M Registers' rally at the Montagu Motor Museum, Beaulieu, and on June 3rd the annual veteran and vintage car rally in connection with the Verwood (Dorset) Carnival takes place, cars arriving from 9.30-11.45 a.m., for the parade at noon and tests and/or processions in the afternoon.

The Chiltern Traction Engine Club will be holding their third rally at Chartbridge End Farm, near Chesham, on June 29th at 12-noon. In addition, members of the V.S.C.C. have been invited to be present with their cars.

Entries are being sought for the North Staffs and Cheshire Traction Engine Club's Rugeley Rally on July 20th/21st. This invitation is also extended to owners of veteran and vintage cars, and full details are obtainable from Mr. S. L. Wedgwood of Halcombe House, 173, Congleton Road, Biddulph, Stoke-on-Trent, Staffs.

The Bury St. Edmunds Round Table are holding a veteran and vintage car and motorcycle *Concours d'Elegance* in conjunction with their annual fete on Whit Monday, June 2nd. In addition they hope to put on a display of motoring miscellania and intending competitors or owners of interesting items should contact Mr. G. B. Day, 5, Caulfield Close, Bury St. Edmunds.

The Riley Register will be holding its annual Coventry Rally on July 6/7th. This is to be held at Bagington by the kind permission of the Coventry Flying and Country Club. Further information may be had from Mrs. E. M. Hudson, 17, Laneham Avenue, Arnold, Notts.

REX JUDD'S BROOKLANDS' RE-UNION

On the evening of April 27th another of Rex Judd's re-unions of Brooklands' motorcycle riders took place, appropriately, at the "Hand and Spear," Weybridge, close to the Track that is now out-of-bounds to those who wrote its history. It was at this hotel that Robert Louis Stevenson stayed while writing "Treasure Island," inspiration coming to him as he walked on Weybridge Heath and over the Locke-King bridge that connected Brooklands Track in later years with the near-by estate of its creator. It was here that wild men from the Outer-Circuit and the Paddock came to quench their thirst after "hot" spells of riding. It was here last April that Noel Pope, Jarman, Jack Clapham, Bert Denly and his "pusher-off-er," V. N. Hood, Douglas Earle, Totey of New Imperial memory, Charles Mortimer, Pickford, Fruin and many others assembled to quaff ale and recall the nostalgic past, re-united by Rex Judd who looked far more substantial and benevolent than he did in the long-ago when "Pa" Norton discovered him and set him riding the race-winning and record-breaking belt-drive Nortons.

The Editor of MOTOR SPORT wore a 1927 B.A.R.C. lapel badge to remind him of the first Brooklands Meeting he attended, at which Cobb's streamlined T.T. Vauxhall and Purdy's "flat-iron" Thomas-Special fought so fine a duel in the *Sporting Life* 100-Mile Handicap. He was accompanied by arch-Brooklands enthusiast Dudley Gahagan and Mrs. Naylor who, as Miss Shilling, took her B.M.C.R.C. Gold Star on a Norton in 1936—she was driving racing cars up to last year, to the time of her nasty Goodwood accident in an Elva. The Dicker brothers, who remember the Track being built (for years one of the Dickers was official sign-writer to the B.A.R.C., painting the racing numbers on cars and motorcycles), were there, too. When a discussion broke out as to the engine used in H.R.H. The Duke of York's entry of a 1922 Trump ridden by Wood, someone called "An Anzani—I should know; I cut the engine plates for it." It was that sort of party. They talked of fine people like Emerson and Parry Thomas, the high-jinks of Miller and Le Champion, the bravery of Judd, Le Vack, Riddoch and all the boys who went so far with so little in the way of metal and rubber beneath them. For ten bob there was one of the best buffet suppers I've ever helped to eat. A pleasant, sad evening!—W. B.

VINTAGE POSTBAG

The Right Crowd . . .

Sir,

At the recent V.S.C.C. Silverstone meeting it was often broadcast that the paddock area was overcrowded, and therefore no further admission tickets were being issued. May I suggest that in future this situation could be alleviated by limiting the amount of passes issued to the bearded band of goons whose antics simulating the preparation for racing of a valuable historic racing car were not nearly so appetising as the commodity so blatantly advertised on the backs and breasts of their overalls?

Bordon. A. S. GOSNELL.

Sir,

Last Saturday, April 20th, I was at Silverstone for the V.S.C.C. April meeting. As I am not a V.S.C.C. member I was perhaps observing everything and everyone with a critical eye. I was with a member, and was therefore able to enter the paddock to obtain a closer look at the cars.

Although most of the cars were quite immaculate in preparation and appearance—the exception being the few cars which are apparently always in a state of permanent disrepair (are these owners real paupers with no time even to see that the rust is clean!)—I was extremely doubtful about the scene at the bridge end of the paddock, which appeared to have been taken from a Fair Ground! Low and behold! Here were two bright red 'buses topped with flags and emblazoned with—was it gold leaf or good gold paint? Also masses of beards!

No it wasn't a jazz band. Many was the person I heard say that if this "International Historic Racing Car Team" had spent more time on their Austin, Invicta and Osca, than on titivating their transport vehicles with ads. for Martini they would have done a lot better for themselves.

The point I am trying to make is: Does the V.S.C.C. really encourage such a scruffy-looking entry which appears more interested in advertising a drink than showing a turn-out good enough to uphold the standard of the V.S.C.C.?

How long will it be, I wonder, before we have the whole Club turned into a second "Coronation Street" with sausage firms competing against washing powders, and dog foods against chocolates that don't melt in the driving seat!

Woking. NEILL S. BRUCE.

* * *

A Mathis

Sir,

As a reader of your splendid journal from almost the first issue I was very interested in your photograph and letter from Mr. M. Davies, in "Vintage Postbag," page 331, of the May issue, regarding a 1928 Mathis car.

I had a friend who had an open 4-seater tourer about 1927 or 1928. It was quite remarkable—in those days—for the quietness of its 6-cylinder engine; it sounded like a sewing machine when running, and you could balance a penny or a glass of water on it, without disturbing the balance of either. Two of the "stunts" of the time, I may say.

Its top speed was about 55 m.p.h. with four up, and it would cruise all day happily at 35-40. The *only* trouble my friend had was with the lighting, etc. This was a peculiar and complicated French affair, and after letting a few firms in Manchester try to get it working, he finally had to sell it for "breaking price." It was a pity, it ran so sweetly.

As regards the "Editor's note" concerning the cribbing by Standards for their new 1927 9-h.p. model, I did hear a few rumours at that time, but don't know if they were correct or not.

Heysham. WM. KERNAN.

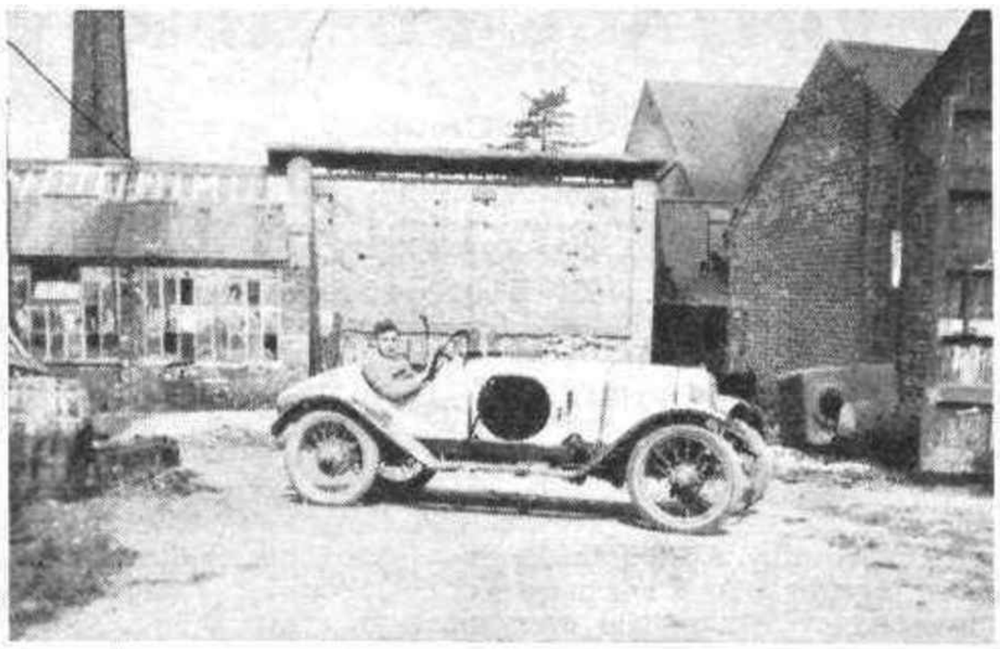
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Another Silver Hawk

Sir,

I was interested in the letters from Messrs. D. M. Ellis and Leslie R. Foster in the April MOTOR SPORT. Mr. Ellis was quite right in believing the car to be a Silver Hawk.

A friend and I shared one in 1925. This car was driven at Brooklands by the late Major Maurice Harvey before he joined Alvis Motors Ltd.; it consisted of an Eric-Campbell chassis fitted with a Sage o.h.c. (single) engine. The engine was quite good for the period, but unsuited to the Eric-Campbell chassis with wide-ratio 3-speed, very much crash gearbox, and no brakes to speak of.



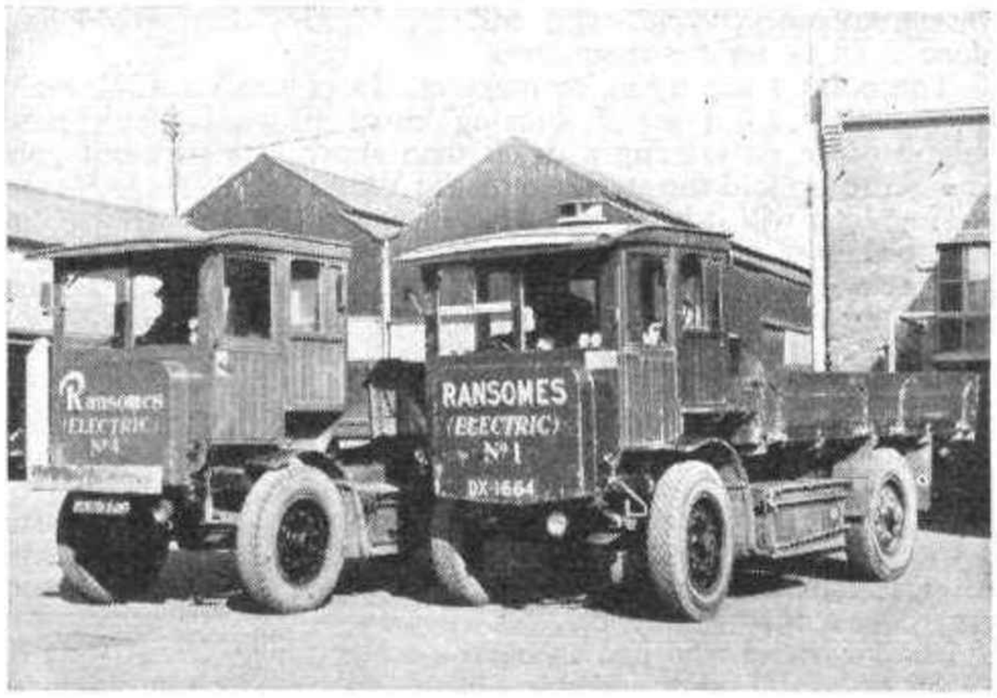
Our Silver Hawk ran quite well in top, but eventually the camshaft worked loose and the large phosphor-bronze bevel on the shaft got bent. No spares were available.
Market Harborough. J. C. BEANWELL.

* * *

Still in Service

Sir,

Knowing your interest in elderly as well as modern vehicles, I thought you might be interested in this photograph of two electric vehicles, one of 50 cwt. capacity and the other of 70 cwt.



One of them was built in June 1917 and the other in February 1921, by Ransomes Sims & Jefferies Ltd., of Ipswich, and they are still in regular use for an 8-hour working day, five days a week, and are a highly reliable and economical form of transport. I wonder if these vehicles hold a record in being the oldest in regular daily use?
Ufford. R. G. STADDON.

* * *

That Chandler

Sir,

With reference to the photograph of a car under the caption "What is it?," sent in by Mr. L. R. Porter, which appeared in the April issue of MOTOR SPORT, I think it is a Chandler, probably 1926 or 1927 model 5-seater 4-cylinder saloon. As supporting evidence my family had in their possession a Chandler for about 30 years.

This is a 1927 model 7-seater 6-cylinder tourer. The car was imported to Ceylon for the Motor Show and subsequently purchased by my father.

The car carried two spare tyres on either side behind the front wings and the wheel size was 21 in. The tyre size was 6.00 × 21. The wheels were of the drop centre type with wooden spokes. The brakes were of the external contracting type, rod operated, whilst the handbrake operated directly on the universal joint and was as efficient in stopping the car as the footbrake. The gear-lever could be locked in any position, so could the ignition and light switches, which could only be locked in the "off" position. The lubrication of the chassis was by centralised "one-shot" system, plunger operated from near the driving seat. All the door trims and upholstery were of good quality hide.
Millom. P. P. GUNERATNE.

Sir,

We read your magazine with great interest here at Harrah's Automobile Collection, and Mr. Harrah noted with particular interest the photo of the unknown American car on page 248 of the April 1963 issue.

This car is a 1927-28 Chandler sedan. From only the one picture, it is impossible to tell the exact model; however, they built four models those years in which you might be interested: a Standard Six, a Special Six, a Big Six, and a Royal Eight. The car was built by the Chandler-Cleveland Motors Corporation, Cleveland, Ohio, and is now an extinct company.

HARRY JOHNSON, *Research Supervisor*,
Reno, Nevada. Harrah's Automobile Collection.

VINTAGE TAILPIECE



B.A.R.C. MEMBERS' MEETING (May 18th)

Coundley's new Lotus 19 should have won the first race but a push-start disqualified it. So Williams won from Warner and Parsons, all driving Lotus 23s. Dodd parked Birch's Jaguar-E backwards on a sandbank at Woodcote.

The G.T. 10-lap Race saw the welcome appearance of a Lotus Elan—Keegan's—which was well driven and won easily at 85.27 m.p.h. from Duggan (Elite) and a Morgan—twin o.h.c., single o.h.c. and push-rods, in that order, and a result to satisfy "M. L. T."! But both this and another Elan retired in a later race.

Pendleton (Jaguar 3.8) won the Saloon Car Scratch Race comfortably at 80 m.p.h., followed 7.8 sec. later by Fennings' very quick Mini-Cooper. But the duel for third place between the Mini-Coopers of Nicholls and Lewis, 0.2 sec. between them at the line, was what the crowd wanted. De Selincourt then made amends for Coundley by winning the Formule Libre Race at 92¼ m.p.h. in the latter's Lotus 19, but it would have been different if Prophet's F.J. Brabham hadn't spun at Lavant while in the lead. Harris' Austin Healey 3000 took the *Marque* Race at 82.41 m.p.h. from the Sprinzel/Dangerfield TR4, the Saloon Car Handicap was a riot from which A. R. Allard's blown Ford Allardette emerged the victor, averaging an impressive 82.6 m.p.h., Buchanan-Michaelson's factory-vetted 982-c.c. Fiat Abarth won a 5-lap Handicap at 77.72 m.p.h., to lead with Bloor in the MOTOR SPORT Brooklands Memorial Trophy Contest, second place going to Ferguson's 3-wheeler (on the corners) G.M.S. Delta-Ford, which in an earlier race tried to force the Fiat off course in the *chicane* but instead had itself spun round! The last Handicap was a gift for Fielden's limit TR4, which only had to average 73.72 m.p.h. to win easily and sensibly from Pickard's Morgan.—W. B.

Motorists Arise

Thousands of readers have made it very clear that they want an active organisation to fight the creeping restrictions on the freedom of the motorist to use the roads they pay for, and to demand that they be respected as citizens and not pre-supposed to be criminals. With this end in view a meeting was held at the Russell Hotel, London, on Monday, May 13th, at 6.30 p.m. Those present by invitation were : The Rt. Hon. Lord Strathcarron, Messrs. W. J. Tee, W. C. Boddy, J. Ackerman, S. D. Attewell, A. C. Baker, J. R. Bannon, M. Bill, P. E. B. de Buriatte, L. Collier, R. T. Girling, A. F. Hiscutt, N. S. Jones, M. Morrison, D. S. Norfolk, M. J. Rathbone, P. A. Rohan, C. Skeats, M. J. Tee and P. J. van Raat. The proprietor of MOTOR SPORT, who had made this meeting possible, was unanimously elected to the chair. He welcomed those present and explained that careful investigation had satisfied him that there was ample scope for an organisation that would do adequately the things demanded by motorists of this country. He regretted the delay in the starting of the new organisation, but refused to invite MOTOR SPORT readers, and later all motorists, to subscribe to an organisation that was not founded on a solid foundation with absolute sincerity of motive; for that reason he had instructed his legal advisor and accountant to consider the matter.

After a long discussion and explanations from the legal advisor, it was unanimously agreed that the best procedure would be to form a company limited by guarantee with the avowed intention of taking every possible step to try to obtain relief from the increasing restrictions placed on the freedom of the motorist, and to provide in selected cases legal representation. It was further resolved to expedite the foundation of this company by appointing a working committee comprising of The Rt. Hon. Lord Strathcarron, Messrs. B. D. Attewell, A. C. Baker, J. R. Bannon, M. Bill and P. A. Rohan.

Appropriate Articles of Memorandum and Association are now in active preparation, but as there was a doubt that incorporation could be achieved by June 1st it was decided to postpone invitation for membership. It is hoped that July 1st will be the date and applications for membership can then be made on the approved application form, the annual subscription to be *one guinea.*

In any case, you now know that an organisation is being formed to protect and fight for your interests. Its whole success depends on the sheer weight of numbers. Join yourself, and enrol your motoring friends. Every copy of the July issue of MOTOR SPORT will contain news of the latest position and we hope a combined constitution and application form. Readers wishing to enrol their friends should watch for an announcement in *Motoring News* when to send for application forms, if they are ready as we hope they will be during June.

LEA-FRANCIS' FINAL FLING

The car that never was and never will be. That's the story of the Lea-Francis Francesca. This car, the open version of which is pictured below, is an offshoot of the disastrous car which appeared at the 1960 Motor Show and features a tubular steel frame, de Dion rear suspension, 4-wheel disc brakes, and a highly-modified Ford Zodiac engine. Three models were designed, a 2+2 coupé, a 4-seater saloon, and the spyder model illustrated here. The styling was by Fiore of Paris and the body construction work was to be done by Fissore in Turin. The open model was commissioned by an American distributor who ordered 1,000 examples suitable for the American market, which no doubt accounts for the ghastly and dangerous outside exhausts. However, just when the car was almost ready Lea-Francis got into financial difficulties and the project was shelved, leaving yet another " Lost Cause " for some future historian to write about.



Those who trail boats will do it better, and certainly cannot do worse, to read " Tackle Trailer Boating This Way " by practical-man Percy Blandford, whom I knew when incarcerated in the Ministry of Aviation during the war (Stanley Paul, 12s. 6d.).

* * *

Two paper backs—" Complete Control," for L-drivers trying to pass their test, by Vincent J. Morgan (5s.) and the picture-book " Some Working Traction Engines," edited by Alan J. Martin for the Road Locomotive Society, mainly pre-war pictures of seventeen old engines (Percival Marshall, 5s.).

MATTERS OF MOMENT—continued from page 394

IT PAYS TO RUN A 'BIKE

We reprint from the *Sunday Sun* (Newcastle) the following letter and its Editor's note.

" On Monday I was going from my business to my home, north of Newcastle, at approximately 5.30 p.m. My route takes me from Westgate Road, along Wingrove Road to Cowgate, and then to Kenton Bank.

Drawing to a halt at the junction of Wingrove Road and Fenham Hall Drive, I was surprised and somewhat shaken to hear a most peremptory motor-car horn being repeatedly used.

Two short lines of traffic were moving slowly to the halt when a police car, followed by a luxury vehicle, obviously containing one or more V.I.P.s, and followed by yet another police car, appeared alongside.

The driver of the first car was waving traffic to the side of the road.

The driver of the car ahead of me was obviously distracted and in an effort to get quickly to the kerb appeared to hit it.

The convoy then proceeded towards Cowgate and appeared obviously to be travelling to Newcastle Airport.

Travelling at 28-30 m.p.h. myself, I was amazed to see the convoy pulling rapidly away, in spite of the heavy traffic at this time of day and the quite large number of pedestrians in the Cowgate area arriving home from work.

I am intrigued as to who this important person was who is apparently entitled to use methods denied to respectable, tax-paying and constantly hounded motorists.

Longhorsely, Morpeth. ' INDIGNANT.'

[Editor's note : The Important Person was that ardent road-safety advocate, Mr. Marples, Minister of Transport.] "

BROOKLANDS RE-UNION : JUNE 29th

Turning to happier things, pertaining to the pre-Marples days it seems desirable that car-devotees of Brooklands Track should emulate the motorcyclists and have their own Brooklands Re-union. Apart from drivers and mechanics, there must be countless persons who remember the now-defunct Motor Course with affection, and who might care to bring to a meeting photographs, souvenirs and memories of the old Track.

Consequently, Dudley Gahagan and William Boddy propose a meeting at the " Hand and Spear," by Weybridge Station, from 6 p.m. onwards on June 29th. As the normal bar facilities will be available, no charge will be necessary. But a p.c. to say you are coming, stating what your associations with Brooklands were, and whether you can bring any photographs, etc., would be appreciated—to W. Boddy, Carmel, Wood Lane, Fleet, Hants—so that on arrival your button-hole identification disc will be ready. During the evening it may be possible to show a film containing excerpts of Brooklands racing. The success of the evening is in the hands of all who feel nostalgic appreciation of the old Motor Course. . . . This could well become an annual Re-union. *Meanwhile, make a note of June 29th.*



First sports car of its class to lap in luxury! The TRIUMPH TR4

The Triumph TR4 is an out-and-out sports car. It sprints from 0-50 in 8.2 seconds. And goes on sprinting to a top of 110 mph. It is very fast and very potent. You'd expect this from a TR.

But this extrovert of a car has pleasant surprises inside. It has a healthy regard for your comfort. The windows *wind* up. Doors are full height. The cockpit is realistically roomy.

When the TR4 first came out in 1961 die-hards raised their eyebrows. A sports car, they said, jolly well should be bumpy and draughty and cramped. That's half the fun of it.

Odd sort of fun. What do *you* think?

If you've wished that sports cars were a bit more human, the TR4 is for you. It's a *lot* more human (and so is its price—little over £900, tax paid). Arrange with your Standard-Triumph dealer to take one out—soon.

The TR4: facts and figures

ENGINE : 2138 cc, 4 cylinder, 105 bhp (gross), twin carbs (TR3 1991 cc engine also available for 2,000 cc racing).

GEARBOX: 4-speed. All synchromesh. Overdrive available.

WEIGHT: Touring trim, dry, 18½ cwt.

BRAKES: Front discs, rear drums.

BODY: 2-seater, occasional rear bench. Winding door-windows. Individual bucket seats. Full-size boot, separate lid. Soft or fixed hard top. Hard top has removable roof panel, with soft canopy as an extra.

PRICES: Soft top £906.16.3. Hard top £949.2.1. Inc. p.t.

STANDARD TRIUMPH

COVENTRY ENGLAND

A member of the Leyland Motor Corporation

15th INTERNATIONAL "DAILY EXPRESS" TROPHY MEETING

A Motor Racing Feast

SILVERSTONE, *May 11th*

AN estimated crowd of 100,000 people watched an interesting day of motor racing organised by the B.R.D.C. at the Silverstone circuit and nobody could have gone home feeling they had not had their money's worth. The racing opened with a 25 lap G.T. race in which Parkes was favourite according to practice times, his driving of John Coombs' white 1962 GTO Ferrari, entered by Maranello Concessionaires, was more than a match for Graham Hill and Salvadori in lightweight 1963 Jaguar E-types. After being boxed-in at the first corner Parkes took the lead from Hill on the third lap and thereafter had the race in the bag until he threw it away by spinning off at Beckett's Corner, leaving the E-type Jaguars to romp home unchallenged. In this race was an AC-Cobra, with 4.7-litre Ford V8 engine, but it was poorly tuned and could not get away from two Lotus Elites and a Lotus Elan. Salvadori driving Tommy Atkins' new E-type Jaguar set a G.T. lap record in 1 min. 42.4 sec. This race was promptly followed by a Formula Junior race also over a distance of 25 laps and outstanding was the driving of David Hobbs in a Lola-Ford from the Midland Racing Partnership team, who fought a splendid battle with Dennis Hulme in the works Brabham-Ford. The "monocoque" Lotus-Fords run by Ron Harris were still not in the picture, Lola and Brabham dominating the scene, and Hobbs set a new Junior lap record in 1 min. 40.2 sec. The next event on the list was a 12 lap race for saloon cars and the front row of the grid saw Jack Sears in pole-position with John Willment's vast Ford Galaxie with full "Daytona" 6.9-litre V8 engine, with the 3.8-litre Jaguars of Graham Hill, Salmon and Salvadori alongside. The clutch was the weak point of the Ford so Sears made a very gently start and the three Jaguars shut the door on him going into the first corner and led round Copse and Beckett's corners, but going down to Stowe Corner, Sears demonstrated that, "there is no substitute for cubic inches" and wafted past the lot. From then on the race was over and Sears demonstrated that Ford from America must be taken very seriously for he just ran away with the race, the cornering of this huge American car being most impressive, while he had so much power in reserve that once he got away into a safe lead he went all the way round in top gear. Needless to say the Galaxie set a new class lap record in 1 min. 51.6 sec. and while trying to keep up, Graham Hill's Jaguar burst a tyre and Salmon stopped at the pits for attention and was disqualified for having a mechanic working on the car, so it was left to Salvadori to follow the Ford home.

At long last, after a lunch break, the main event of the day took place, this being a 52 lap race for Grand Prix cars for the International Trophy and it was of particular interest for not only was it the first clash between Ferrari and the British teams, but was also the first appearance of the latest Ferraris, described elsewhere in this issue. Practice on Thursday and Friday had found lots of people in trouble, the Ferraris were not performing as well as expected, Clark broke his own Lotus and then spun off in Taylor's car bending suspension parts, only one Brabham-Climax was ready and the A.T.S. did not appear. Still in cracking form following his splendid drive at Goodwood and Aintree, Innes Ireland in the B.R.P. Lotus-B.R.M. V8 with fuel-injection made fastest practice lap, but his team-mate Jim Hall blew up his injection B.R.M. V8 engine and had a carburetter version substituted for the race. The Brabham mechanics installed a new Coventry-Climax engine in Jack Brabham's car overnight after he had blown-up in practice, and Lotus mechanics had a sleepless night repairing Taylor's chassis and Clark's engine. The Team Walker had a new fuel-injection Climax V8 in their hired Cooper, for Bonnier to drive, Maggs had a brand-new 1963 works Cooper, as yet unpainted, McLaren had the first of the 1963 Coopers, Clark and Taylor were on the Lotus 25 models from last year, Surtees and Mairesse had the new Ferraris, Hill and Ginther the 1962 B.R.M.s with 1963 engines and Bandini was driving the ex-works B.R.M. V8 as raced by Graham Hill early last season, it now being painted red and owned by the Scuderia Centro-Sud. The starting grid was a very healthy sight with four makes of car on the front row, Lotus, B.R.M., Cooper and Brabham, and four nationalities of driver, Scot, English, New Zealand and Australian; a truly International Trophy race.

↑

8	6	1	12
Brabham	McLaren	G. Hill	Ireland
(*Brabham-Cooper V8*)	(*Cooper-Climax V8*)	(*B.R.M. V8*)	(*Lotus-B.R.M. V8*)
1 min. 35.6 sec.	1 min. 35.6 sec.	1 min. 35.4 sec.	1 min. 34.4 sec.
10	3	4	
Surtees	Clark	T. Taylor	
(*Ferrari V6*)	(*Lotus-Climax V8*)	(*Lotus-Climax V8*)	
1 min. 36.2 sec.	1 min. 36.2 sec.	1 min. 35.6 sec.	
7	27	11	2
Maggs	Bandini	Mairesse	Ginther
(*Cooper-Climax V8*)	(*B.R.M. V8*)	(*Ferrari V6*)	(*B.R.M. V8*)
1 min. 38.2 sec.	1 min. 38.2 sec.	1 min. 38.0 sec.	1 min. 36.8 sec.
15	19	14	
Bonnier	Amon	Hall	
(*Cooper-Climax V8*)	(*Lola-Climax V8*)	(*Lotus-B.R.M. V8*)	
1 min. 39.0 sec.	1 min. 39.0 sec.	1 min. 38.6 sec.	
25	20	22	21
J. Taylor	de Beaufort	Parnell	Campbell-Jones
(*Cooper-Ford 1500*)	(*Porsche 4-cyl.*)	(*Lotus-Climax 4-cyl.*)	(*Lotus-B.R.M. V8*)
1 min. 47.8 sec.	1 min. 47.2 sec.	1 min. 46.2 sec.	1 min. 43.6 sec.
24		26	
Raby		Robinson	
(*Gilby-B.R.M. V8*)		(*Lotus-Climax 4-cyl.*)	
1 min. 50.6 sec.		1 min. 48.0 sec.	

Non-starter: A. Pilette (Lotus-Climax 4-cyl.), 1 min. 50.0 sec.

The track was dry but there was a strong wind blowing when everyone was set to go and as the flag went up Ireland's car began creeping and he had to give a prod on the brake pedal so that he was caught slightly on the wrong foot when the flag fell and the rest of the front line beat him away. All twenty competitors got away in a close bunch and disappeared down to Copse corner in a fine flurry of sound and it was McLaren who got out in front with the first of the 1963 works Coopers, followed by Clark (Lotus), Hill (B.R.M.), Ireland (Lotus) and Surtees (Ferrari), these five being very close together, and Trevor Taylor was leading the rest of the field, apart from Ginther who drew into the pits with gearbox troubles. On the second lap Surtees was up in third place, the new Ferrari really showing its paces, and Ireland was fourth and Hill fifth, but they were still so close that there was obviously more shuffling to come, though the order remained the same for lap three. The Ferrari was trailing a cloud of blue smoke from the left side of the engine, apparently an oil leak had developed just before the start and it was dripping onto the exhaust pipes, though it was going all right. On lap four Clark took over the lead from McLaren and the others remained unchanged; meanwhile Taylor was being followed by Brabham, Maggs, Chris Amon in Reg Parnell's Lola V8, Bonnier, Bandini, Mairesse and Hall, while John Taylor in Bob Gerard's Cooper with Cosworth Ford 1500 engine was leading the rest. McLaren continued to sit close on Clark's tail, though Surtees, Ireland and Hill were keeping up until at the end of lap eight Ireland had an almighty spin leaving Woodcote corner, which gyrated him down the track in front of the pits while Graham Hill dodged him. A shaken but unabashed Ireland restarted and set off again, now in eighth place behind Maggs in the unpainted Cooper. This excitement caused Hill to lose contact with the three cars out in front and on lap 10, in spite of still losing oil, Surtees got past McLaren, and sat quite close behind Clark, and with the race running at record speed, McLaren and Ireland having clocked 1 min. 36.0 sec. it was clear that Surtees in the new Ferrari was a force to be reckoned with; he also equalled this time on laps two and four. Hill's B.R.M. V8 was definitely going off-colour for he was losing ground and Taylor passed him on lap 15 while at the same time Ireland overtook Brabham, having already dealt with Maggs. In the middle of the field Bandini on his first drive in a B.R.M. was leading Mairesse in the second fuel-injection Ferrari until lap seven, but having got by, the Belgian then overdid it at Stowe and spun-off into the ditch. By 18 laps the first three cars were spacing out, Clark drawing away from Surtees and he in turn drawing away from McLaren and it was now just a matter of seeing how long the Ferrari could go on losing oil before it was all pumped out. Graham Hill managed to get in front of Taylor once again and Ireland was gaining on both of them, while Jim Clark lapped Bonnier and at half distance he lapped Maggs. The Lotus was 6 seconds ahead of the Ferrari which was still sounding healthy but losing oil and smoking all the time, while McLaren had been left behind and was 15 seconds behind the Ferrari.

In mid-field Jack's dark green and gold Brabham, with its brand-new V8 Coventry-Climax engine and special VW gearbox

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was not going too well, the engine cutting out every now and then, but he was staying ahead of Maggs, and behind them Bandini was keeping up with Bonnier, while John Taylor was leading the tail-enders with the Cooper-Ford. On lap 28 Surtees went by without his attendant smoke cloud which could only mean that he was nearly out of oil, and F.I.A. regulations forbid replenishing, and sure enough on lap 31 he coasted by the pits with a dead engine and came to rest further round the circuit, his race over. On the lap before this Graham Hill had coasted into the pits to retire with electrical trouble in his B.R.M. engine, so now the order was Clark (Lotus) way out on his own, McLaren (Cooper) safely in second place, Taylor (Lotus) third, with Ireland (Lotus) pressing on hard in fourth place and everyone else had been lapped by the leader. Clark now reeled off the laps as he pleased, the V8 Coventry-Climax fuel-injection engine in his Lotus 25 sounding very happy, and a similar reliable power unit was propelling McLaren's Cooper along into a certain second place. Taylor's Lotus 25 with carburetter Climax V8 engine was not so secure in third place as Ireland was now really wound up and on lap 39 he set a new 1½-litre lap record in 1 min. 35.8 sec., his fuel-injection B.R.M. V8 engine in the Lotus 24 really pushing out the horse-power and he driving splendidly. On laps 46 and 47 he equalled this time but it was now too late to catch Taylor, but Ireland did not give up hope and on his last lap set yet another lap record with 1 min. 35.4 sec. This great effort by Ireland almost overshadowed the rest of the runners, but meanwhile Bonnier had gradually worn down Maggs and overtook him on lap 41, and poor Bandini had been slowing with a misfiring engine and stopped at the pits to change plugs. When he came to restart it was found that the battery had gone flat as the belt drive to the alternator had been slipping and the misfiring was failing sparks not plugs. His mechanics push-started the red B.R.M. but this was an infringement of the rules, so though he was still running when Clark got the chequered flag he had to be disqualified. In the closing laps Hall's Lotus-B.R.M. V8 died out on the circuit and it was left to Raby and de Beaufort to bring up the rear.

To conclude the long day of racing there was a 12-lap race for sports cars, divided into classes and this was won by Salvadori in Tommy Atkins' Cooper-Monaco with 2.7-litre Coventry-Climax 4-cylinder engine. Ireland tried his best to challenge the Cooper with B.R.P.'s Lotus 19 but 2½-litres of Climax engine was not enough and he had just finished a very strenuous Formula One race. Interest in this race was the appearance of the 4.2-litre Ford V8 engined Lola G.T. Prototype coupé. Surtees was to have raced

Report concluded overleaf

NOTES ON CARS AT SILVERSTONE (May 11th)

The two works Ferraris driven by Surtees and Mairesse were virtually identical and were developed from a model built for the Italian Grand Prix last year, but not raced. It will be remembered that last August at the German Grand Prix Ferrari experimented with a lighter car, following Lotus and Lola trends, and using a more reclining driving position. Bandini drove the car until he spun off on the wet track. In September a new car was built using a rear suspension layout very much like the English cars and it was obvious that the Ferrari engineers were beginning to get the idea of light weight as practised by the English Grand Prix contenders. Unfortunately a mistake was made in the design of the rear suspension, as far as the geometry was concerned, and the car was put away. Undoubtedly assisted by Surtees and Parkes the 1963 Ferraris are a development of the late 1962 car and are only intended as an interim model, new V8 and V12 cylinder engines being under development. A lighter and more compact tubular space frame is used, with double wishbones and coil spring front suspension on previous Ferrari lines but the rear suspension is a radical change, having a lower wishbone pivoted on the chassis at its apex, a single upper transverse arm and two long radius rods, springing being by coils. The rear brakes are inboard and at last Ferrari has succumbed and fitted cast alloy wheels, with five-pin drive and knock-off eaved hub nut, these wheels being of his own design and manufacture. The rear-mounted engine is the proven 120 degree V6 cylinder unit but now fitted with Bosch high-pressure direct fuel-injection into the cylinders, the injection pump being mounted in the vee of the engine and driven by an internally toothed belt. The air inlets have long trumpets and like the Lucas low-pressure system used by Climax and B.R.M. the Bosch layout uses slide throttles, with one plate for each batch of three inlets.

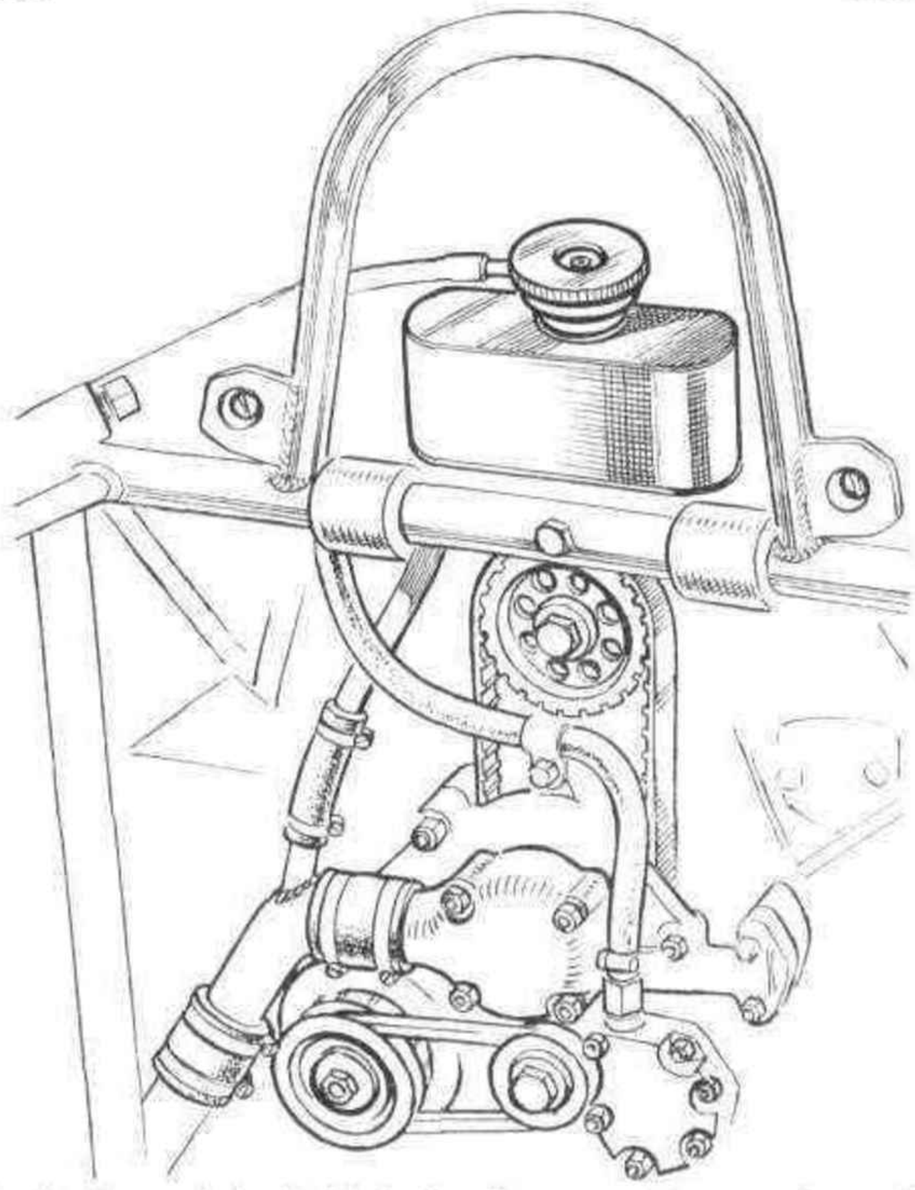
A very compact 6-speed gearbox is mounted between the engine and the final drive unit, operated by a left-hand gear lever in the cockpit and the driving position is very reclining, the driver's feet being under the rack-and-pinion steering box. This model will obviously have to be used by the team drivers for the first part of the season, until the new power units and the chassis to take them are built.

The two Coopers driven by McLaren and Maggs were 1963 models, being developed from last year's cars. The general layout is unaltered, though the geometry of the rear suspension has been improved to give a more level ride when the brakes are hard on. Most of the alterations have been detail ones, such as using more frame tubes to carry water, in particular the off-takes from the rear of the Climax V8 cylinder heads, and a lower frame member on the left is used as a " catch tank " for the engine breathers, a reservoir now being obligatory. Two narrower fuel tanks form the sides of the body and a third one forms the seat and these " breathe" into another frame tube, while the rear cross member is used for the 6-speed Cooper gearbox to breathe into. For power the Cooper naturally depends on the new short-stroke fuel-ignition Coventry-Climax V8 engine, which like the Ferrari and the B.R.M. engines for 1963 must be giving close on 200 b.h.p. or it will get left behind. The latest body-shell follows Lotus 25 lines in that the gearbox and rear-end are left exposed.

The latest Brabham-Climax V8 is a development of last year's car as far as the chassis is concerned, the only major change being the use of a special Volkswagen gearbox in place of the Colotti gearbox. A VW casing is used, mounted upside down and reversed, so that it sticks out the back of the car, and it is fitted with special 5-speed intervals designed to take the power of the Climax V8 engine.

The new " monocoque " B.R.P. car, designed around Lotus 24 suspension ports is not expected to appear before Spa, nor is the new B.R.M. with its single tube chassis frame. Like the Lotus 25 both these designs will be vulnerable in the event of a crash so no attempt will be made to introduce them at Monte Carlo. The A.T.S. made another non-appearance at Silverstone, so that it is getting like the old V16 B.R.M., having failed to appear at Pau, Imola, and now Silverstone. A lot of people are waiting to see what Lotus will produce for the serious races of 1963.

D. S. J.



On the front of the fuel-injection Coventry-Climax engine used by Cooper and Lotus, the metering unit is driven by a toothed rubber belt from the water pump drive, while the alternator for battery charging is driven by a vee-belt. This drawing shows the layout in the works Cooper.

it but at the last minute the Ferrari team-manager refused him permission so Maggs was hurriedly pressed into the car, never having driven it before and without practice he had to start from the back of the grid. He did very well to finish on the same lap as Salvadori and Ireland and the car showed promise for a first outing. Lotus 23 cars won both the small sports car classes.

D. S. J.

Results :

INTERNATIONAL TROPHY—Formula I—52 Laps—245 Kilometres
Dry and Cool

1st :	J. Clark (Lotus-Climax V8) ..	1 hr. 24 min. 27.6 sec.—174.0 k.p.h.
2nd :	B. McLaren (Cooper-Climax V8) ..	1 hr. 24 min. 52.2 sec.
3rd :	T. Taylor (Lotus-Climax V8) ..	1 hr. 25 min. 01.6 sec.
4th :	I. Ireland (Lotus-B.R.M. V8) ..	1 hr. 25 min. 07.6 sec.
5th :	J. Bonnier (Cooper-Climax V8)	1 lap behind
6th :	A. Maggs (Cooper-Climax V8)	1 lap behind
7th :	J. Brabham (Brabham-Climax V8)	1 lap behind
8th :	I. Raby (Gilby-B.R.M. V8)	4 laps behind
9th :	G. de Beaufort (Porsche 4-cyl.)	6 laps behind

Fastest lap : I. Ireland (Lotus-B.R.M. V8), on lap 52, in 1 min. 35.4 sec.—177.760 k.p.h.

Retired : R. Ginther (B.R.M. V8), lap 7, gearbox; C. Amon (Lola-Climax V8), lap 8, oil pressure; W. Mairesse (Ferrari V6), lap 10, crashed; J. Campbell-Jones (Lotus-B.R.M. V8), lap 18, plugs; G. Hill (B.R.M. V8), lap 30, fuel pump; J. Taylor (Cooper-Ford), lap 28, oil leak; J. Surtees (Ferrari V6), lap 31, oil leak; P. Robinson (Lotus-Climax 4-cyl.), lap 35, rear axle; T. Parnell (Lotus-Climax 4-cyl.), lap 36, engine; J. Hall (Lotus-B.R.M. V8), lap 43, engine; L. Bandini (B.R.M. V8), lap 43, disqualified.

20 *Starters* — 9 *Finishers.*

G.T. RACE—25 Laps—118 Kilometres

* **1st :**	G. Hill (Jaguar E-type)	43 min. 27.6 sec.—162.56 k.p.h.
2nd :	R. Salvadori (Jaguar E-type) ..	43 min. 54.6 sec.
3rd :	R. Protheroe (Jaguar E-type)	1 lap behind
* **4th :**	T. Taylor (Lotus Elite)	1 lap behind
5th :	D. Hobbs (Lotus Elite)	1 lap behind
6th :	P. Jopp (A.C. Cobra)	2 laps behind
7th :	B. Hetreed (Aston Martin DB4)	2 laps behind
8th :	G. Warner (Lotus Elan)	2 laps behind
9th :	R. Olthoff (Austin Healey 3000)	2 laps behind
10th :	T. Threlfall (Lotus Elite)	2 laps behind

* *Class winner.*

Fastest lap : R. Salvadori (Jaguar E-type), on lap 13, in 1 min. 42.4 sec.—165.605 k.p.h. (*class record*).

FORMULA JUNIOR RACE—25 Laps—118 Kilometres

1st :	D. Hulme (Brabham-Ford)	42 min. 25.6 sec.—166.540 k.p.h.
2nd :	D. Hobbs (Lola-Ford)	42 min. 26.4 sec.
3rd :	P. Hawkins (Brabham-Ford) ..	42 min. 37.8 sec.
4th :	R. Attwood (Lola-Ford)	42 min. 46.2 sec.
5th :	W. Bradley (Lola-Ford)	43 min. 13.0 sec.
6th :	J. Fenning (Lotus-Ford)	43 min. 26.8 sec.
7th :	J. Ampt (Alexis-Ford)	43 min. 38.6 sec.
8th :	J. Rhodes (Cooper-B.M.C.) ..	43 min. 47.0 sec.
9th :	M. Spence (Lotus-Ford)	43 min. 58.4 sec.

Remaining six finishers were all lapped by the leader.

Fastest lap : D. Hobbs (Lola-Ford), on lap 25, in 1 min. 40.2 sec.—169.240 k.p.h. (*class record*).

PRODUCTION TOURING CARS—12 Laps—56.5 Kilometres

***1st :**	J. Sears (Ford V8 Galaxie 6.9-litres)	22 min. 57.8 sec.—147.690 k.p.h.
2nd :	R. Salvadori (Jaguar 3.8-litre) ..	23 min. 19.0 sec.
3rd :	P. Dodd (Jaguar 3.8-litre)	23 min. 55.2 sec.
4th :	M. Pendleton (Jaguar 3.8-litre) ..	24 min. 27.6 sec.
***5th :**	J. Whitmore (B.M.C. Cooper-Mini S)	24 min. 33.6 sec.
***6th :**	J. Blumer (Ford Cortina)	24 min. 36.8 sec.
7th :	P. Hopkirk (B.M.C. Cooper-Mini S)	24 min. 44.8 sec.
8th :	D. Haynes (Ford Cortina)	24 min. 54.8 sec.

Remaining 13 finishers were all lapped by the leader.

* *Class winner*

Fastest lap : J. Sears (Ford V8 Galaxie), on lap 2, in 1 min 51.6 sec.—151.950 k.p.h. (*class record*).

UNLIMITED SPORTS-CAR RACE—12 Laps—56.5 Kilometres

1st :	R. Salvadori (Cooper-Climax 2.7-litre)	19 min. 50.6 sec.—170.910 k.p.h.
2nd :	I. Ireland (Lotus-Climax 2.5-litre) ..	19 min. 52.8 sec.
3rd :	M. Beckwith (Lotus-Ford 1600) ..	20 min. 45.4 sec.
4th :	W. Moss (Elva-Ford 1600)	20 min. 52.6 sec.
5th :	A. Hegbourne (Lotus-Ford 1600) ..	20 min. 53.8 sec.
6th :	J. Coundley (Lotus-Climax 2.7-litre)	21 min. 13.4 sec.
7th :	C. Summers (Cooper-Chevrolet 5.4-litres)	21 min. 13.8 sec.
8th :	F. Gardner (Brabham-Ford 1600) ..	21 min. 14.2 sec.
9th :	A. Maggs (Lola-Ford V8 4.2-litres) ..	21 min. 32.8 sec.
10th :	B. Halford (Cooper-Climax 2.5-litre)	21 min. 35.2 sec.
11th :	R. Bloor (Lotus-Ford 1600)	21 min. 38.4 sec.

Remaining ten finishers were all lapped by the leader.

Fastest lap : R. Salvadori (Cooper-Climax), on lap 9, in 1 min. 37.6 sec.—173.750 k.p.h. (*class record*)

* * *

SILVERSTONE SORTIES

The Formula One race was not exciting but the performance by Surtees with the new Ferrari augers well for the future, and Cooper are still well in the running.

* * *

If Jaguars put a 4½-litre V8 Daimler engine in a 3.8-Jaguar saloon body unit it might cope with the American menace from Ford.

* * *

A number of saloon car competitors obviously did not read their regulations, for they allowed mechanics to work on the cars during a pit stop, and this was not permitted.

* * *

The Ford V8 Galaxie of Willment Automobiles was as impressive as the AC-Cobra was unimpressive.

* * *

It's a good thing that the big saloons do not involve themselves in "bumping and boring" like the small saloons can do. The small and medium size saloons were positively unruly and some of them became inverted.

1st JAPANESE G.P. (May 3rd and 4th)
Suzuka Circuit

The first International motor-race meeting in Japan took place on the new Suzuka circuit in the form of two races for sports and G.T. cars, and a miscellaneous European entry took part. On May 3rd a 20-lap race took place over the 6-kilometre circuit and the following day a race over 30 laps was held. The first four places were the same for both races, Rosinsky being fifth on the first day with an Aston Martin DB4GT and von Hanstein being fifth on the second day with a 2-litre Porsche Carrera.

Result :

1st : P. Warr (Lotus 23).
2nd : M. Knight (Lotus 23).
3rd : A. Owen (Lotus 23).
4th : P. Dumay (Ferrari 250GT).

JUSTICE?

FINED £5 FOR PARKING WITH LIGHTS ON

A motorist was fined £5 at Crewe for parking his car with headlamps dipped because his sidelamps had failed. It was more expensive than not having any lamps alight—in the same court this cost a £3 fine.

LORRY DRIVER CONGRATULATED—THEN FINED

A 26-year-old Macclesfield driver was fined, when his lorry laden with 10 tons of cement, ran away when its brakes failed. Instead of jumping from the cab the driver put on all his lights, sounded his horn and steered into a lamp standard. He was taken to hospital, unconscious. The police interviewed him there. In Court at Leek the Chairman of the Bench commended the driver for keeping his head "in very difficult circumstances"—and then fined him £2. We should add that the lorry was owned "by a very reputable firm" and tested every month. No-one was injured.

POLICE DRIVER LIES AFTER CRASH

Police seeking a hit-and-run car that left a motorcyclist it had hit lying injured in the road found that it belonged to a Detective-Sergeant, who had driven on and parked in a police station yard. When questioned, this officer at first stated that his wife was driving but later retracted this cowardly suggestion and admitted he was driving home from a police dance with another police officer and his wife. The fine was £15 for failing to stop, £5 for failing to report the accident. The reader who sent us the cutting remarks that he was fined £10 for passing a traffic island on the wrong side, while trying to negotiate a traffic blockage on his bicycle.

COSTS—BUT NOT GUILTY

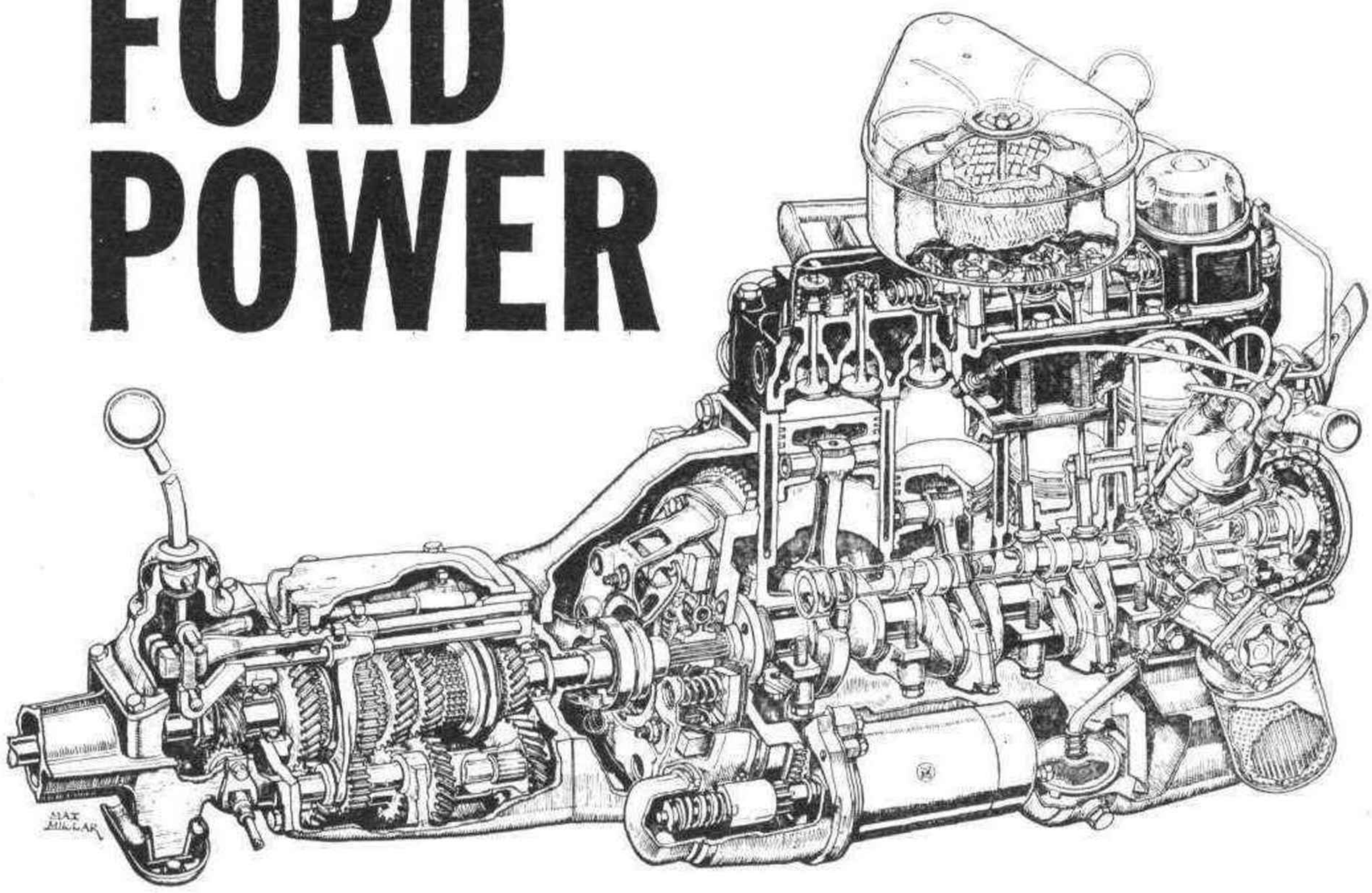
A motorist defendant was found not guilty of a charge of dangerous driving in a Berkshire Court. The Magistrates ordered him to pay the costs of the entire case, although the major part of them related to a charge on which the driver was acquitted.

PARKING A DANGER—NOW THERE ARE METERS!

Police in a London borough brought charges of obstruction against kerb-side parkers, saying that their cars were in the way of fire engines, ambulances and other essential services.

Now the area is a parking-meter zone and motorists are encouraged to stop there—providing they pay.

FORD POWER



On track and road, in races, rallies and trials, Ford power is associated with innumerable successes.

Ford gearboxes, axles, radiators, wheels, steering gear and many other components provide the enthusiast and manufacturer with a wide choice of proven equipment.

Model	105E	112E	115E	122E	122E G.T.	216E	217E
Cylinders	4 in line	4 in line	4 in line	4 in line	4 in line	4 in line	6 in line
Capacity	997 cc	1,340 cc	1,198 cc	1,498 cc	1,498 cc	1,703 cc	2,553 cc
Bore inches (mm)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.19 (81)	3.25 (82.6)	3.25 (82.6)
Stroke inches (mm)	1.91 (48.5)	2.56 (65)	2.29 (58)	2.86 (73)	2.86 (73)	3.13 (79.5)	3.13 (79.5)
Compression Ratio	8.9:1	8.5:1	8.7:1	8.3:1	9:1	8.3:1	8.3:1
Max. b.h.p. (Automotive Nett)	39 at 5,000	54 at 4,900	48.5 at 4,800	59.5 at 4,600	78 at 5,200	68 at 4,800	109 at 4,800
Max. Torque lb ft	53 at 2,700	74 at 2,500	63 at 2,700	81.5 at 2,300	91 at 3,600	93.5 at 3,000	137 at 2,400

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IV IMOLA GRAND PRIX

Walk-over for Clark

IMOLA, *April 21st.*

EVERY year there are motorcycle races held on the Imola circuit, but not since 1956 has there been a car race, and that one was something of a classic event for it was the first time the Italian sporting world sat up and took note of the name Lotus. It was a sports-car event in which Osca and Maserati were the main contenders and Cliff Allison caused quite a stir by leading the race in a Lotus XI until something broke and put him out. The Imola circuit is 5.017 kilometres to the lap, is unusual in being run anti-clockwise, and contains all manner of curves and corners, hills both up and down, and changes of direction from down to up in the middle of corners, and all with a lap speed of around 100 m.p.h. in spite of two hairpin bends. It is road racing at its best, and after holding sports-car races for three years the Automobile Club of Bologna were unable to afford the organisation of a race until this year. The town of Imola lies to the east of Bologna on the road to Rimini and the Adriatic coast, and the circuit runs alongside the river Santerno and is called the Circuit of Castellaccis and is right on the edge of the town a bare five minutes' walk from the centre. Since that memorable race in 1956, which incidentally was won by Castellotti in an Osca with Jack Brabham second in a central-seat Cooper sports car, the circuit has only heard the sound of racing-car exhausts on odd occasions when Maserati borrowed it for testing in 1957. With a big motorcycle meeting being held each year the amenities of the circuit are naturally kept in good order so all was set for a great race in April.

With the A.T.S. firm out testing at Monza, the new Ferrari nearly ready for testing, and Team Lotus racing at Pau the week before the Imola race was due, all seemed set for the first good Grand Prix of 1963. However, it was not to be and A.T.S. withdrew their entry of Phil Hill, saying the car was not yet race-worthy, the new Ferrari did not start its testing until the beginning of the week of the race, and the entries of Surtees and Mairesse were withdrawn, which meant the Team Lotus were left on their own, opposed by most of the private runners who had been at Pau. It had been a 750-mile trek for the mechanics in their transporters, from Pau to Imola, so the amount of servicing and overhauling done to the cars was not excessive. There was plenty of practice provided though its starting and finishing times were a bit erratic, and altogether there were four periods, two on Friday and two on Saturday, roughly morning and afternoon. The two Team Lotus cars were as used at Pau, being last year's Type 25 models with the new Coventry-Climax V8 with fuel injection in Clark's car. This unit attracted the attention of the A.T.S. people and of Michel May, the Swiss engineer who is advising Ferrari on the Bosch direct-injection on the 1963 Maranello engines. Bonnier was again driving the hired works Cooper for Rob Walker, while the Centro-Sud team made a return to racing with their two old Cooper-Maseratis with Bandini and Abate as drivers, and de Beaufort had his two Porsches there. The second one was to have been driven by Muller but he was indisposed, so Jack Fairman was offered a drive at the last moment, he being at Imola to spectate as he was living in Bologna while testing the A.T.S. After sorting out the paperwork he just managed to get in the last practice session.

Joseph Siffert, the Swiss driver, who had gone so well at Pau, was there with his Lotus-B.R.M. V8 and Gunther Seifert, the German driver, was there with his newly acquired Lotus-B.R.M. V8, this being the car that Seidel tried to race last year. The Scuderia Filipinelli lent their 4-cylinder Lotus 22 to Baghetti but it was running very badly and the Italian driver went home in disgust. Anderson had his Lola-Climax V8, Collomb his Lotus-Climax V8 and Schlesser his Holbay-Ford-engined Brabham. To complete the field there were two Italian drivers with Lotus 18 cars, Starrabba with a Maserati engine in his and Prinoth with a 4-cylinder Climax.

It did not need any practice to get a good idea of how the race would probably go, for even with a V8 at both ends of his Cooper, Bonnier could hardly hope to hold Clark with the 200-b.h.p. Climax engine and he was unlikely to trouble Taylor very much. Needless to say, Clark, Taylor and Bonnier formed the front row of the grid, with Clark on the left as it was a left-hand circuit :—

↑

4	6	8
Clark	T. Taylor	Bonnier
(*Lotus-Climax V8*)	(*Lotus-Climax V8*)	(*Cooper-Climax V8*)
1 min. 48.3 sec.	1 min. 50.8 sec.	1 min. 51.8 sec.

10	30
Siffert	Bandini
(*Lotus-B.R.M. V8*)	(*Cooper-Maserati*)
1 min. 53.6 sec.	1 min. 54.8 sec.

18	34	12
Anderson	Schlesser	de Beaufort
(*Lola-Climax V8*)	(*Brabham-Ford*)	(*Porsche*)
1 min. 57.1 sec.	1 min. 58.3 sec.	1 min. 59.3 sec.

14	38
Fairman	Prinoth
(*Porsche*)	(*Lotus-Climax 4-cyl.*)
1 min. 59.3 sec.	2 min. 00.9 sec.

36	32	28
Collomb	Abate	Starrabba
(*Lotus-Climax V8*)	(*Cooper-Maserati*)	(*Lotus-Climax 4-cyl.*)
2 min. 01.3 sec.	2 min. 01.8 sec.	2 min. 09.3 sec.

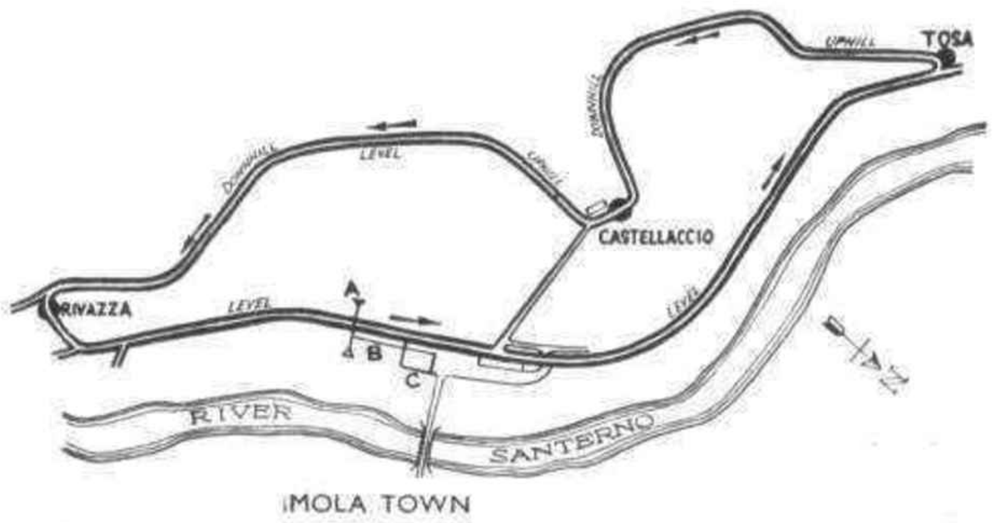
Non-starters : G. Seifert (*Lotus-B.R.M. V8*), 2 min. 31.4 sec.
G. Baghetti (*Lotus-Climax 4-cyl.*), 2 min. 31.7 sec.

A National Formula Junior race took place first of all, in the early afternoon, and it must have made Mr. Fiat very sick for all the fast runners were using English-tuned Ford engines, even in Italian chassis. The Formula One race began to show signs of starting around 4 p.m., but by the time the drivers had done two laps to have a last look at the circuit and conditions, and everyone had been cleared from the track, it was 4.22 p.m. when the start was given.

The end of the first lap was rather like 1956, only this time it was Clark in a Formula One Lotus-Climax way out in front, so far in fact that even the Italians were impressed; he was followed, as expected, by Taylor, Bonnier, Siffert, Anderson and Bandini, the rest trailing out behind. The fast difficult curves of the Imola circuit, many of them blind and plunging downhill on a tightening radius, were the sort where real driving skill paid off and Clark just disappeared into the distance leaving everyone else behind. A repetition of Pau seemed certain, but on lap two Taylor drew into the pits unable to select gears properly and the Team Lotus mechanics had to remove the back of the gearbox and sort things out. Clark was pulling out 2 sec. a lap and more on Bonnier, who was now in second place, and Siffert was just keeping the Swede in sight. Bandini soon passed Anderson and the Lola-Climax driver had a whole horde of cars on his tail and all over the road on the corners. Being only his third race with the V8 and wanting to take things easy and learn, he let them all by and sat behind them to pick them off one at a time when he felt ready for it. This crowd comprised Prinoth, Abate, Schlesser and de Beaufort and they were having a good old go together, the little Brabham-Ford surprising everyone and buzzing round merrily at 7,400 r.p.m. Fairman was, some way behind this lot, feeling his way along in the Porsche, for the time accredited to him on the starting grid had actually been done by de Beaufort when he was trying the car.

By the time the Lotus mechanics had fixed Taylor's gearbox, Clark had completed 10 laps and was 20 sec. ahead of Bonnier, with Siffert still third, and by this time Starrabba had stopped out on the circuit with a broken throttle cable and Bandini had retired at the pits with a broken engine. Taylor did only one lap and was back to the pits with same selector trouble, so once more the gearbox and cover was removed and the selectors put back into place. This time it lasted for four laps before it went wrong again, and by this time Taylor was too far behind to have much hope of catching anyone. Once more he set off and this time the gearbox

Continued on page 452



Length : 5,017 kilometres.

A: Start and Finish.
B: Pits.
C: Paddock.

XII SIRACUSE GRAND PRIX

A Well Deserved Win

SIRACUSE, SICILY, *April 25th*

BY some strange piece of disordered thinking on the part of the Italian Federation in Milan the Imola and Siracuse organizers were both granted Formula One races with dates only four days apart and nearly 800 miles separating the two towns. In consequence of this there was a lot of overnight driving starting off immediately after the Imola race, and the Centro-Sud mechanics even had to go back to Modena, change the engine in Bandini's Cooper and then make the journey to Sicily. Originally Team Lotus had thought of going, but changed their minds in favour of Aintree, much to the disgust of the Siracuse club, and Ferrari also scrubbed his lone entry so that the race was left to private-owners. The flat-8-cylinder de Tomaso was expected to make its first race appearance in the Sicilian event but that also was scratched, while someone optimistically entered Phil Hill on a Lotus but he was still in California.

The resulting field of ten cars was made up of Bonnier with Rob Walker's Lotus-Climax V8, the new Type 24 that Trintignant had raced briefly at Pau, Anderson with his Lola-Climax V8, Collomb with his Lotus-Climax V8, de Beaufort with his orange Porsche, Seifert with his Lotus-B.R.M. V8, Abate and Bandini with the Centro-Sud Cooper-Maseratis, Joseph Siffert with his Lotus-B.R.M. V8 fresh from his second place at Imola, Starrabba with his Lotus-Maserati and Wicky with his ex-Bowmaker Cooper-Climax. At first glance, with a complete absence of works runners the race looked like being a fiasco, but in fact it was the most unpredictable event, for it was to be run over 56 laps of the Siracuse circuit, which is very fast, a distance of 308 kilometres, this being a long way for those cars that had already done Pau and Imola on the two preceding weekends. On paper Bonnier was a certain winner, but he was driving a virtually untried car, as he had blown up the Cooper at Imola and there was no question of just changing engines. Siffert was a likely winner on driving but his Lotus-B.R.M. V8 had been driven pretty hard at Imola and another 200 kilometres was expecting a lot from the reliability viewpoint. Anderson was in the running as he was known to have restrained himself at Imola with this race in view but like Siffert's car the Lola was on its third successive race without an overhaul. Bandini would certainly drive fast enough to win, but his car had had a hurried engine change and the new engine was not especially good so the most likely winner was de Beaufort, his old 4-cylinder Porsche being noted for reliability even if it was not very fast, but yet again it was a car that had already done two full length races without the engine being looked at. The possible outcome was wide open and it was truly anyone's race and the slowest could easily be the winner.

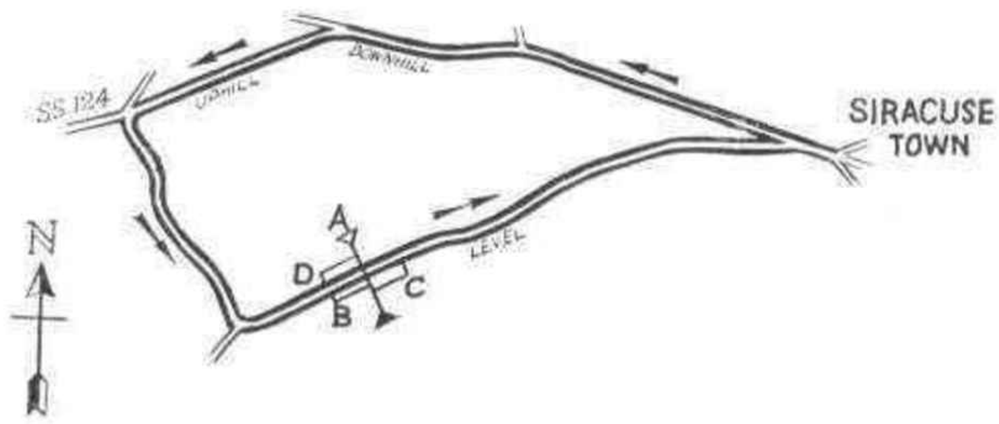
Last year the Siracuse Grand Prix had to be cancelled, for the first time since its inception in 1951, and as for the years 1959 and 1961 it was being held on Thursday April 25th as this was a public holiday in Sicily to celebrate the first Allied landings during the past war. There should have been practice on Tuesday, but at that time the short leg of the 5.5 kilometre circuit was still torn up and the work of relaying had not begun. However, by Wednesday afternoon it was finished and practice began at 4 p.m., this single session counting for the starting grid positions. Apart from a little widening on parts of the short leg and the erection of some iron guard rails in place of the stone walls on both sides of the road leading to the corner before the pits, and some more on the right of the road after the pits, the circuit was unchanged and the lap record still stood to Stirling Moss with a Vanwall in 1 min. 54.3 sec.—173.288 k.p.h. For the private owners a lap in 2 min. was going to be fair enough, especially with only one practice and the new surface on the short-leg of the circuit. It was overcast and cool for practice and all ten runners were out, Bonnier being anything but happy in the Lotus 24, struggling to break 2 min. 15 sec. and not trying very hard on the corners so that for a long time he was being beaten by all sorts of unlikely people. Siffert was making the most of his opportunities for it was his big chance and he was soon lapping around the 2 min. mark and made best time at 1 min. 59.0 sec. Anderson was making good progress and got down to 2 min. 00.1 sec. without taking his V8 Climax over 8,000 r.p.m. as he wanted to make sure of finishing the race, and de Beaufort was pressing on happily. The trouble with the Rob Walker Lotus was pretty nebulous and seemed more likely to be concerned with Bonnier remembering how many bad accidents had happened with Walker-owned Lotus 24's last year. For a long time he was slower than de Beaufort, but finally managed 2 min. 00.3 sec. which was not too impressive. Collomb had borrowed another transistor box for his Climax V8 which cured his Imola trouble, but then he had the external gearbox-selector shaft break; the two Centro-Sud cars were going alright but were naturally not fast enough to cope with V8-engined cars on this 100 m.p.h. circuit. Seifert was still trying to learn how to drive his Lotus-B.R.M. V8, but was badly in need of help.

On Thursday it was still cloudy and cool in the afternoon when the drivers and their cars paraded out of the paddock behind their national flags in front of a grandstand packed with spectators in spite of there being no star runners in the starting list. The ten cars were lined up in the unusual order of two spaced widely apart on the front row and two close together on the next row and so on, and Siffert and Anderson were on the front row.

↑

4 Anderson (*Lola-Climax V8*) 2 min. 00.1 sec.	18 Siffert (*Lotus-B.R.M. V8*) 1 min. 59.0 sec.
8 de Beaufort (*Porsche*) 2 min. 01.3 sec.	2 Bonnier (*Lotus-Climax V8*) 2 min. 00.3 sec.
16 Bandini (*Cooper-Maserati*) 2 min. 03.8 sec.	14 Abate (*Cooper-Maserati*) 2 min. 03.7 sec.
30 Wicky (*Cooper-Climax 4-cyl.*) 2 min. 10.6 sec.	6 Collomb (*Lotus-Climax V8*) 2 min. 09.1 sec.
28 Starrabba (*Lotus-Climax 4-cyl.*) 2 min. 20.2 sec.	10 Seifert (*Lotus-B.R.M. V8*) 2 min. 11.1 sec.

The race was to be over 56 laps and at 3.10 p.m. a good start was given and everyone got away, Siffert taking it easy on his gear changes so as not to overstress his 6-speed gearbox and in consequence Anderson led away, and was still leading at the end of the first lap, but then Siffert took the lead and these two drew away from the rest of the field. Bonnier lay third for two laps until de Beaufort passed him and two laps later Bandini passed Bonnier, so either the Swede was not trying or there was someing wrong, for by repute he should have been leading the race. That there was nothing very obviously wrong with the Lotus V8 was indicated by the fact that Bonnier did not come into the pits to complain. The race settled down very quickly with Siffert pulling gradually away from Anderson, who was very content to sit in second position, and the two of them were rapidly drawing away from the rest of the runners, the young Swiss driver lapping in 2 min. 0.01 sec. The first to fall by the wayside was Wicky whose old Cooper came into the pits misfiring and making the sort of noise that Reg Parnell would have described to the Press as "a tappet." On lap 11 Bandini came into the pits and leapt smartly out of the cockpit as smoke billowed from under the engine hatch. There was no danger as it was oil smoke, a pipe having burst, but the Cooper-Maserati's race was run and this let Bonnier into a



Length : 5.5 kilometres.

A: Start and Finish.
B: Pits.
C: Paddock.
D: Main Grandstand.

rather poor fourth place with Abate not far behind him. Siffert and Anderson were keeping a steady 14 sec. apart and de Beaufort lay 20 sec. behind the Lola-Climax V8, but was still losing ground, and Bonnier was 22 sec. behind the Porsche and then on lap 18 the Team Walker car came into the pits and while the driver complained of an obscure vibration in the back end, Abate went charging by in the old Cooper-Maserati into fourth place. The vibration appeared to be psychological, for the mechanics could find nothing wrong and Bonnier was sent back into the race, now next to last behind Starrabba. While this had been going on Collomb came in to retire for the third race in succession with his "new" Lotus-Climax V8, this time with a broken left front wishbone.

On lap 20 rain began to fall, and this altered the whole aspect of the race, for up to now it had seemed decided in the order Siffert, Anderson, de Beaufort and Abate, with Starrabba and Bonnier a long way back. With the rain Anderson began to slow down and on lap 26 de Beaufort sailed past him, both the Dutchman and the Swiss driver, who was still leading, being comparatively unaffected by the rain. Abate had started the race with a rather second-hand tyre on the left rear wheel and was sliding about in the wet, so the Centro-Sud team manager called him in and had another wheel fitted. As he accelerated away from the pits, still in fourth place, Anderson was approaching, now in third place. In an incredibly short space of time Abate caught up that whole lap and went by Anderson into third place. The young Italian's driving in the wet was most courageous and the crowd loved him for it. He was obviously enjoying himself enormously and though his pit kept telling him to slow down he went charging happily on very much at home on the wet track. Anderson was not at all happy in his Lola V8 as it tended to skate about on the puddles and he had no wish to skate into a stone wall so he was just touring round. All of which makes one have even more admiration for John Surtees for his driving at Nurburgring last year in the rain.

Siffert and de Beaufort were secure in first and second places, the outcome now being entirely one of mechanical reliability, but the young Swiss was driving safely and with good mechanical feel. Abate was keeping the crowds happy, lapping at 2 min. 18.0 sec. in the torrential rain and way back, many laps behind the leaders Bonnier was trailing along like an old woman, going even slower than Starrabba. His pit gave him some signals that shamed him into pulling his finger out and he managed to catch and pass the tired old Lotus-Maserati. For the last 15 laps the rain stopped but the circuit remained wet and the positions remained unchanged, and Siffert's mechanics kept their fingers crossed as he set off on his last lap and he crossed the line a jubilant and worthy winner. After a miserable season last year trying to sort out the Lotus-B.R.M. V8 and a great deal of work in the winter to cure the various troubles, his second place at Imola and this victory at Siracuse were a great consolation, for on driving he should have won a minor Grand Prix long ago. A very dejected Bonnier arrived fifth and tried to turn off into the paddock without doing a slowing-down lap but his mechanics sent him on, and rightly so. A very satisfied de Beaufort finished in second place, his Porsche having finished three races on the trot, with complete reliability. D. S. J.

XII SIRACUSE GRAND PRIX—Formula One—56 Laps
308 Kilometres—Wet

1st :	J. Siffert (Lotus-B.R.M. V8) ..	2 hr. 06 min. 25.4 sec.—146.175 k.p.h.
2nd:	G. de Beaufort (Porsche 4-cyl.) ..	2 hr. 07 min. 46.0 sec.
3rd :	C. M. Abate (Cooper-Maserati)	1 lap behind
4th :	R. Anderson (Lola-Climax V8)	4 laps behind
5th :	J. Bonnier (Lotus-Climax V8)	7 laps behind
6th :	G. Starrabba (Lotus-Climax 4-cyl.)	7 laps behind

Fastest lap : J. Siffert (Lotus-B.R.M. V8), on lap 6, in 2 min. 00.4 sec.—164.461 k.p.h.

Retired : A. Wicky (Cooper-Climax 4-cyl.), lap 5, engine; L. Bandini (Cooper-Maserati), lap 11, oil pipe; B. Collomb (Lotus-Climax V8), lap 17, front suspension; G. Seifert (Lotus-B.R.M. V8), lap 22, gearbox casing.

10 *Starters* — 6 *Finishers.*

* * *

SIRACUSE SIGHS

In spite of innumerable difficulties the "Ente Autonomo Circuito Siracusa" held their XII Grand Prix, where lesser organisations would have given up in despair.

* * *

There was a vast crowd of spectators, even without Team Lotus being present, or Ferrari or A.T.S., so the race must have showed a profit as there were four lots of "maximum price" starting money that did not have to be paid.

* * *

In 1953 a Swiss driver from Fribourg won the Siracuse G.P., his name being de Graffenreid. In 1963 another Swiss driver, also from Fribourg, won the Siracuse G.P., his name being Joseph Siffert.

* * *

Past winners in the record books of the Siracuse race make good reading, Villoresi, Ascari, Farina, Brooks, Fangio, Collins, Musso, Moss, von Trips and Baghetti, good drivers all.

IV IMOLA GRAND PRIX—continued from page 450.

behaved itself and he settled down to some very fast lapping and to use the occasion as a good practice period, for the Imola circuit is one on which a driver can learn to drive really well. Way out in front Clark was doing rather the same thing, being far enough ahead to be untroubled by anyone, and whereas his "promenade" at Pau had been rather dull, he was enjoying the one at Imola, trying out various driving techniques on the interesting corners. In the middle of the field Anderson was settling down and first of all passed de Beaufort and then Prinoth, but ahead of him Schlesser and Abate were locked in mortal combat and giving away no space. However, on lap 16 Anderson used the superior speed of the Lola V8 to pass them both and get away from them. Collomb was not very happy with his Lotus-Climax V8 as the transistor box of the ignition system was giving trouble and after the engine had died out on the circuit, he got going again and retired at the pits. Clark was touring round half a minute in front of Bonnier when on lap 21 the Cooper engine blew up and the Swede came into the pits with oil blowing out of all the joints so something pretty serious had happened inside the engine. This put Siffert into second place about 1 min. behind Clark, the Swiss driver's B.R.M. engine going well and these two were the only ones on the same lap. Anderson now lay third driving smoothly and regularly his position quite safe and behind him Abate and Schlesser were still battling away. Abate was waving his fist at the little blue Brabham and blue flags were waved, whereupon Schlesser moved over and waved the red Cooper by, only to repass it again a few laps later! Taylor's gearbox was behaving itself, though he was changing gear very carefully, and he was lapping seconds faster than anyone else just for the fun of it for he could not hope to catch anyone, even Prinoth who was limping along with a misfiring engine. On the road Taylor caught Clark and sailed past him, and set up a fastest lap in 1 min. 48.3 secs.—166.769 k.p.h. (well over 100 m.p.h.) which equalled the fastest that Clark had done in practice.

The race was over 50 laps and by half distance it was all over apart from the Abate/Schlesser battle but even though most of the drivers were going round on their own it was generally agreed afterwards that the circuit was such that it was a joy to drive round even though you were not racing against anyone. Clark toured home to win another easy race and a very happy Siffert finished second, on the same lap as the winner, his faith in the Lotus-B.R.M. V8 being confirmed at last for he spent a miserable season of retirements last year trying to get the car sorted out. An equally satisfied Anderson was third and Schlesser won his battle over Abate, while both Porsches finished the race. D. S. J.

IV IMOLA GRAND PRIX—Formula One—50 Laps—5.017 km. Circuit
250.85 Kilometres—Warm and Dry

1st :	J. Clark (Lotus-Climax V8) ..	1 hr. 34 min. 07.4 sec.—159.907 k.p.h.
2nd:	J. Siffert (Lotus-B.R.M. V8) ..	1 hr. 35 min. 23.8 sec.
3rd :	R. Anderson (Lola-Climax V8)	1 lap behind
4th :	J. Schlesser (Brabham-Ford 1500)	1 lap behind
5th :	C. M. Abate (Cooper-Maserati 4-cyl.)	1 lap behind
6th :	G. de Beaufort (Porsche 4-cyl.)	2 laps behind
7th :	J. Fairman (Porsche 4-cyl.)	3 laps behind
8th :	E. Prinoth (Lotus-Climax 4-cyl.)	9 laps behind
9th :	T. Taylor (Lotus-Climax V8)	14 laps behind

Fastest lap : T. Taylor (Lotus-Climax V8), on lap 24, in 1 min. 48.3 sec.—166.769 k.p.h.

Retired : G. Starrabba (Lotus-Climax 4-cyl.), lap 6, throttle cable; L. Bandini (Cooper-Maserati 4-cyl.), lap 8, engine; B. Collomb (Lotus-Climax V8), lap 20, ignition; J. Bonnier (Cooper-Climax V8), lap 21, engine.

13 *Starters* — 9 *Finishers.*

* * *

IMOLA IMAGES

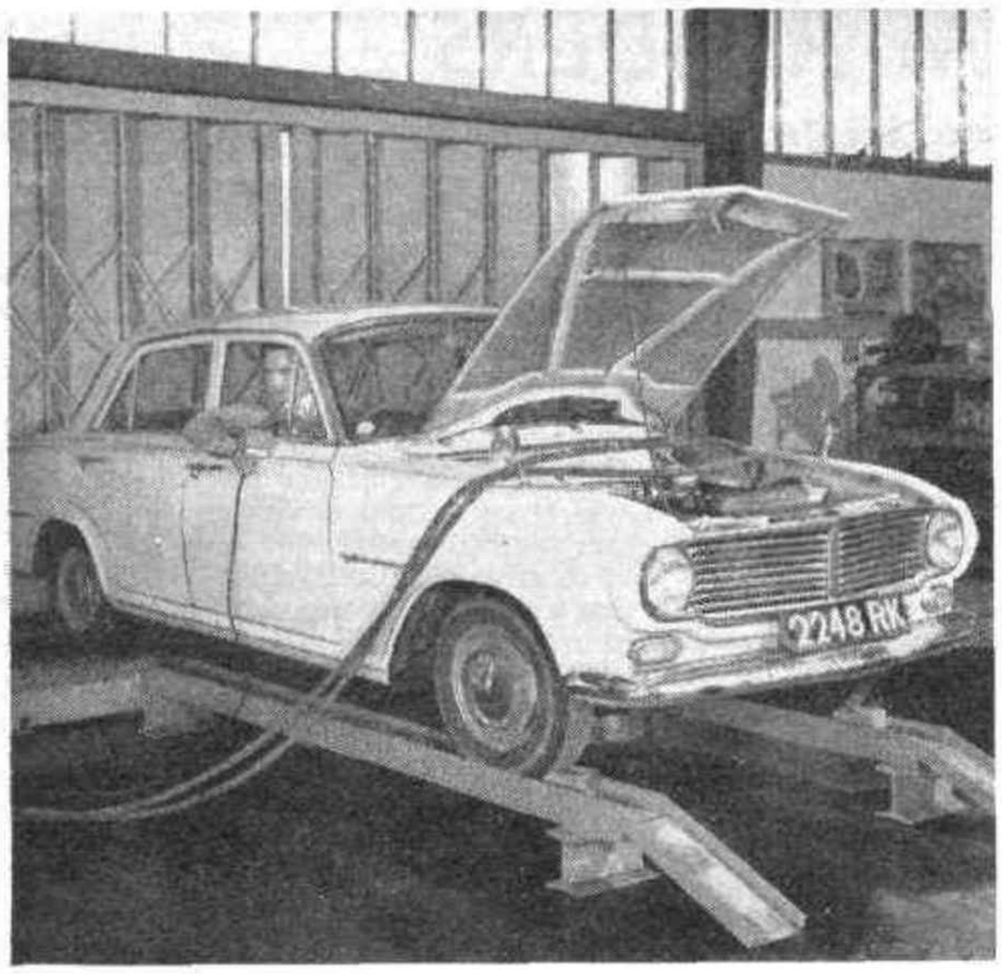
The Circuito di Castellaccio is such a good one that everyone hopes it will not be seven years before it is used again.

* * *

The Shell Petrol company backed the race and gave a golden Shell emblem to the winner, while prize-money was accorded every 10-laps so Clark cleared up the maximum.

* * *

The performance of the Brabham-Ford was remarkable and one hopes the V8 Brabham will give Gurney as much fun as Schlesser was having.





Loughborough tests included lab. and road tests. *Left:* Vauxhall Victor on the chassis dynamometer. *Right:* Volkswagen on the 2000 mile road test.

Proof! More m.p.g., More power, More acceleration with SLIP MOLY SLIP

Independent tests show m.p.g. increased up to 6.6%, power up to 10%, acceleration up to 9.7%.

The results of a series of tests of extreme importance to motorists have just been released by the Loughborough College of Technology.

These tests, part of a wide programme, indicate that Slip Anti-Friction can make your car run more economically, more efficiently and more powerfully.

Many of the findings are technical and of interest only to engineers. But for the motorist in general, here are some of the more significant results:

up to 6.6% More m.p.g.
up to 10% More Power
up to 9.7% More Acceleration

—plus 'excellent starting performance' and 'reduction in general noise level'.

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SLIP LIQUID GREASE . . . for *greasing* all oiling points and mechanisms. The first-ever liquid grease—penetrates better than oil, lubricates better than grease. **Aerosol Can 10/6d.**

SLIP MOLY SLIP THE ANTI-FRICTION FOR YOUR ENGINE

WARNING: Recently the car market has been flooded with lubrication aids. Many of these contain MoS_2. But they do *not* necessarily contain it in a true colloidal suspension like Slip, or with Slip's exclusive additives. This means the MoS_2 may not be properly balanced or blended (sometimes you can even *see* the difference) and may cause clogging or clotting. Be sure you always ask for Slip in the bright red can, or Slip 'G' in the green plastic bottle.

10 oz. 15/- 4 oz. 7/6 *From your garage, Halfords or motor accessory shop*

s/4/R

LETTERS FROM READERS

N.B.—Opinions expressed are those of our Correspondents and "Motor Sport" does not necessarily associate itself with them.—Ed.

CARRYING SKIS

Sir,

With the top up skis can be carried in the passenger's space of an M.G.-A—well, almost in—provided the near-side window is open the tips stick out and follow the line of the hood without projecting beyond the car.

I was stopped by a traffic policeman who inquired about the new type of turning left signal. He seemed happy to be told it was emergency transport for snowbound roads.

Glasgow. IAN MACKIE.

* * *

RUST!

Sir,

On May 2nd built-in obsolescence reared its ugly head again.

A brand new Hillman Imp showed, among its other features, the inevitable British Standard Rust appearing in engine and luggage compartments. So a proud owner can expect to see his pride and joy rot and depreciate in a matter of months. (My Minivan has done so.)

Admittedly this is the throw-away age, but supposing one does have the guilty thought of wanting to own a vehicle for a number of years, what is the answer?

Perhaps Citroën Bijou owners can comment?

Cranbrook. E. R. LANE.

* * *

CORTINA COMMENT

Sir,

With reference to your comments on the Ford Cortinas, I recently decided to pension off my 1957 A95 and replace it with a 1,000-1,200-c.c. car. I tried the Volkswagen, Mini-Cooper, Morris 1100, and Herald 1200, and marvelled at their individual ways of solving the same problem. That of transporting two, and sometimes four, people from A to B, over good and indifferent roads, in an economical, comfortable, and for the drive, enjoyable manner.

Having tried the various cars, I was about to make my choice, when it happened! The Cortina exploded across motor mags., daily newspapers and breakfast cereal packets. I phoned my Ford Dealer and, in a dazed state, begged a ride. The demonstrator arrived! The door opened, I settled myself in the comfortable driving seat (well, fairly comfortable). Then the sun went in, I was coming too, and had that feeling that I had been here before. Was it the taut ride (like driving a 5-ton lorry chassis), or was it the lorry-type gear-lever, or the cheap (perhaps I should say sensible) rubber "carpets."

I think it was a combination of these, and several other things, that reminded me of my dear old 1955 100E Prefect.

Imagine, £9-million to develop a car at least 10 years out of date. I can't wait to get my Morris 1100.

Maidstone. K. R. MONGER.

* * *

MYTHICAL RARITIES

Sir,

You may remember that a couple of months ago I wrote to you when an advertiser described a Lagonda Rapier Eagle 2-seater as being one of only four ever built, whereas at least a dozen were made. This month they are claiming that the A.C. 2/4-seater shown in the advert. is one of only two left in the country.

If this is so there must have been a remarkable exodus of these machines from the country in the last few years, as I have taken photographs at various vintage meetings of three different examples of this model. This would appear to add up to four, not including the "other" one mentioned in the advert. To make a claim at least 100% wrong appears to my mind to be a misleading statement, yet immediately below this is printed the fact that it is "not our policy to advertise misleading statements." This, on top of last month's "Old Number One" episode and the rather pitiful cover-up of this month, makes one wonder what a misleading statement must be before it becomes misleading!

London, N.W.6. J. ANTHONY WOOD.

* * *

AN IMPROVED M.G. 1100

Sir,

I have just taken delivery of a new M.G. 1100 and thought you would be interested to know that the rather cheap looking facia has been replaced by one of nicely fitted polished walnut. Also the general body trim seemed to be greatly improved over the model I saw at the Show.

It looks therefore as though some manufacturers take note of your comments and we, the customers, benefit accordingly.

My old car, traded in on part exchange, was a Singer Gazelle convertible which I had new in August 1958. In view of all the mud slinging in your columns against British cars, may I say that in some 60,000 miles' motoring I have had no mechanical trouble whatsoever. The car was given normal service and I personally tuned the ignition and set the carburetter.

As a family car it gave us great pleasure and the only reason for the change of make is that a year ago I bought a Mini as a second vehicle and have "fallen in love" with front-wheel drive and i.r.s.

If I have the same degree of trouble-free motoring with the M.G. I will be more than satisfied.

Rudgwick. W. S. BLEWETT.

* * *

SAFETY BELTS AND THE MINI

Sir,

A friend of mine made some inquiries concerning an offer of a reduced insurance premium if a well-known make of safety belt was fitted to his car. The following reply was received.

"We thank you for your inquiry to hand regarding motor insurance but regret, in this case, as your car is a Mini, we are unable to quote favourably."

It must be rather disconcerting to learn that safety belts are of no use in your Mini in the event of an accident. Obviously the people most likely to benefit from this offer are the proud owners of a steam roller or a Centurian tank.

Wimbledon. J. F. JARRAMS.

* * *

RIGID AXLE OR I.R.S.?

Sir,

Having read your reply to Mr. Bird's letter in the March issue on the subject of leaf-springs and solid rear axles, together with the advice of your correspondent J. D. F. D. in his Monte Carlo Rally report to manufacturers of "conventional" cars to "take their heads out from under the mass of leaf-springs and solid axles which now befuddle them and realise that their products are hopelessly out of date," it came as something of a shock to find in the very centre of the magazine an unashamed eulogy of the 250GT Ferrari line.

Despite the blurb in the sub-heading that the 250GT represents "the ultimate in modern high-speed sporting travel," it is obvious that the 250GT and GTO with their "antiquated" rear suspension are "hopelessly out of date." One photo caption informs us that Enzo Ferrari does not intend to change his cars for 1963, "not considering it necessary." This is typical of the stick-in-the-mud attitude of so many designers today which is holding back development of the motor car. He is obviously befuddled by leaf-springs and should lift up his head and follow the lead of the forward-thinking manufacturers you list in your reply to Mr. Bird. He might then begin to get somewhere and even win a few races!

Sir, dare you admit just once, in print, that it *is* possible to build a good car with a rigid rear axle and leaf-springs—or are the Ferrari successes just freaks?

Northfield. IAN NORRIS.

[I have always maintained that if a lightweight rigid rear axle is properly located, very good results, often better than with mediocre i.r.s., will be obtained. But, in the name of progress, i.r.s. must become pretty universal in the next couple of decades. —ED.]

* * *

THE BUGATTI REGISTER

Sir,

Thank you for your comments on the new Bugatti Register. We had thought it wise to include cars only when their owners co-operated by supplying data. We know of course that Cordon Bleu and Cordon Rouge are in Mr. F. B. Taylor's hands but he won't tell us so, nor the cars' numbers! As regards the omission of Baby Electric and Peugeot models—again the owners won't tell us!

Now to whet the appetite of the research worker! I know

there is a 4.9-litre Type 54 racer in Czechoslovakia and I am told one of the Type 53 F.W.D. cars (there were in fact two) is somewhere in France. Can someone find them?

H. G. CONWAY,
London, W.2. Bugatti Owners' Club.

* * *

TYRE LIFE

Sir,

Mr. Heatlie from Cape Town asks for advice on Speed 25 tyres. Making due allowance for road conditions and the difference between a "25" and a "20," may I suggest he tries Michelin?

I have used them exclusively for my Speed 20 for some 10 years and without claiming Mr. Heatlie's "accuracy" I normally can count on about 20,000 miles per new tyre (a bit higher in front—a bit lower behind!) and about another 12,000 to 15,000 on remoulds by Michelin.

I am speaking exclusively of 5.50×19 sizes from my own experience—but I believe the larger size is available in the Michelin range.

Usual disclaimer *re* connection with the firm.

Harwell. E. R. WIBLIN.

* * *

SLUSH PUMPS OR HAND SHIFT?

Sir,

As an Englishman living in the land of 300-h.p. slush pumps, I have read the recent correspondence involving Mr. Kenneth Purdy and others with much interest. It is always interesting to read conflicting opinions from both sides of the Atlantic but distressing to observe nationalism (or Chauvinism if you prefer, Mr. Purdy) turning a discussion into a personal slanging match.

The virtues of any British or American car are obvious to any buyer who can, if he so wishes, choose a car with slush pump (American designed) on either side of the Atlantic. That many people do so choose is evident by the increasing number of British cars offered with optional slush pumps. That such firms as Rolls-Royce, Jaguar, B.M.C., Ford, Vauxhall, etc., offer their cars this way is surely evidence that trends at all levels in Great Britain are following those of the United States. Therefore, I believe Mr. Purdy to be correct when he says that gearboxes are on their way out.

I qualify this conclusion, however, by observing that young men will most always elect to be different and will buy their cars with a "stick shift" until the advancing years and increasing traffic density shows them the real advantage of the slush pump.

As to the merits of horsepower, I am not really qualified to comment as none of my three cars develop anything like 300 h.p. However, I have noticed that as we added to our stable, each member of the family, whenever able, chooses to drive the most powerful car available at the time. Thus, since purchase five months ago, our 2.4 Jaguar (without slush pump, incidentally) has run up the greatest mileage despite the newer condition of our Minx. The elderly Morris Minor (now limited to a 50-m.p.h. maximum because of a disgraceful appetite for big-end bearings) is used by the youngest, who disdains the old lady's gutless state. So perhaps Mr. Purdy has a point there, too.

No doubt when Mr. Purdy reads my choice of transport, he will accuse me of Chauvinism, too. Yes, Mr. Purdy, you are right, I am Chauvinistic when it comes to cars (for no good reason really) and, despite Mr. Boddy's oft printed opinion, I still believe that Jaguar is the best car in the world.

But let me end with the observation that I am not blind to the excellent merits of American cars and I am very much aware of the rising tide of interest in motoring sport everywhere in this country. I shall be delighted to read of American-built cars winning races in Europe* and perhaps this year's Lotus Indy Ford will be a forerunner of successful Grand Prix cars from Detroit—and with slush pumps, too!

San Jose, California. P. J. SHASBY.

* * *

VW AND MOLYSLIP

Sir,

With reference to Mr. John Bastable's letter in the May issue of MOTOR SPORT concerning VWs and Molyslip, it is, of course, perfectly true that Volkswagen state in their instruction manuals that no additives should be mixed with either engine or transmission oil. Some months ago, however, our Company approached Volkswagen at Wolfsburg regarding these instructions in an endeavour to get them altered as Molyslip was being used by VW owners all over the world. Following technical discussions at Wolfsburg, Volkswagen confirmed to us that the policy of strong neutrality which they have followed for many years with all manufacturers of lubricants would forbid them to recommend Molyslip by name, but if it was the wish of any of their customers to use Molyslip as a supplement in VW engines they had no objection whatsoever.

We believe that Molyslip is the only supplement which has been given even qualified recognition, within the limit of Volkswagen's declared policy of neutrality as regards lubricants. To avoid any misunderstanding a copy of the original letter in German is available at our offices.

C. M. KNIGHT, *Technical Liaison*,
St. Albans. *p.p.* Slip Products Co. Ltd.

* * *

GEARBOXES AND GEAR RATIOS

Sir,

It was a nostalgic pleasure to find MOTOR SPORT on the news stand recently, not having seen it since I subscribed several years ago. The subscription was allowed to lapse, mainly in frustation with not being able to look at any of the interesting vintage cars advertised for sale.

Disagreement with Mr. Ken Purdy, as quoted in the February letters to the Editor, is the main reason for writing this letter. With all respect to Mr. Purdy as an established writer on automotive matters, I am convinced he misjudges the present popularity of 4-speed gearboxes in American cars when he dismisses this as a "fad." Admittedly, many of us would choose an imported car with a multi-speed manual shift as standard equipment when the U.S. manufacturer charges the price of an automatic for the 4-speed option. Even so, we welcome the availability of the feature on Detroit products and hope it will be a permanent one.

The list of my present cars may reinforce this opinion:

1930 Chrysler 77 coupé ("multi-range" 4-speed).
1954 Hudson Hornet sedan (B-W automatic gearbox for trailer towing—an expensive experiment—I will trade for a Hudson with 3-speed and overdrive at the earliest opportunity).
1958 Goggomobil T400 (electric 4-speed—wish the manual had been available).
1962 Corvette (Chevrolet), 250 h.p., 4-speed, 3.36-to-1 limited slip diff.

I should probably explain these cars are not the result of free choice. The Corvette is an inheritance and the purchase of the others was dictated by limited funds and an interest in old, used, and small cars, respectively. Being a high school teacher with three youngsters, I can only afford to insure two cars at a time, and periodically change the coverage from one to another, with unhappy sounds from my insurance man, promising not to drive the ones uninsured at the moment.

One additional comment: The British cars I have owned (Austin A40 Devon and Sports, Hillman Husky) were all(?) under-geared for their typical use in this country as lightly-loaded freeway commuters. Why are these cars not offered with alternative rear axle ratios? I can understand why a 5 to 1 is good for caravan towing in Devon, but in California 3.5 would be more appropriate. Most people here who try a VW and an M.G. 1100 will end up with the VW simply because of its easy 65-m.p.h. gait (the California speed limit), in spite of the numerous advantages of the M.G. at a moderately higher cost.

Menlo Park, California. JAMES C. CRITTENDEN.

* * *

SPEEDOMETER RECONDITIONING

Sir,

With reference to the letter from J. W. Allen, published in the May issue, concerning the speedometer reconditioning service which we operate, in fairness to your readers we feel we should point out that since our quotation to this gentleman, we have been forced to increase our prices and for your information we enclose our current price list for reconditioning speedometers.

The cost for fitting trip and 1/10ths recorders remains the same, *i.e.*, from £2 15s. to £5, according to the model and type of conversion required.

We feel this letter will ensure that your readers are not misled and will obviate the need for apologies on our behalf when replying to inquiries from your readers.

G. SMITH,
Nottingham. *p.p.* G. & E. Ingle Limited.

* * *

MORGAN ROAD TEST

Sir,

Would you please ensure that your initials appear at the foot of

* Like the Ford Galaxie which beat the trio of Jaguars at Silverstone on May 11th?—ED.

any future road tests of Morgans and other sports cars, and let M. L. T. go back to his Sprites and Spitfires.

Clevedon. ROGER H. BARSALL.

[I suggest Mr. Barsall refers to W. B.'s article in our October 1951 issue on his sad experiences with a Plus Four he then owned. In any case the Editor put in 300 miles in the test car on the Sunday before I drove it and said he was very glad to hand it over to me!—M. L. T.]

THE TIGER CLUB DISPLAY AT FAIROAKS (April 28th)

The Tiger Club Old Time Flying Display at the pleasant grass aerodrome at Fairoaks was good value, with 19 items on the programme. Charles Boddington effectively aerobatic-ed a Tiger Moth, James Baring directed the performing VW-engined 600-lb. Turbulents, which flew in formation of three and four, two emitting smoke, and Turbulents and Tigers found balloon-bursting an easy task, only one getting away. Dennis Hartas went crazy in a 1933 Tiger Moth, taking off and landing downwind, his flat turns and wing-tip changes of direction concealing real skill. A "Dawn Patrol" saw a Tiger "shot down" by the Arrow Active Mk. II biplane, which in turn was vanquished by another Tiger and was itself "shot down" behind the trees. This Active, which was making its first public appearance with its third tail-end mods. of ever bigger fin and rudder, is a 1932 machine of King's Cup memory, rebuilt in 1958 and capable of 144 m.p.h.

Turbulents snatched handkerchiefs from ground level, radio-controlled models proved unable to emulate the prowess of the real aeroplanes at balloon-bursting, and that splendid aeroplane, the 85-h.p. Le Vier "Cosmic Wind" all-metal monoplane, which will roll as fast as a Hunter jet, was ably demonstrated by Peter Phillips.

A girl from Farnborough gracefully showed off a Skylark 2B glider, there were plenty of parachute drops, a Ford Consul saloon (presumably expendable) was successfully dive-bombed with flour-bags from a Lycoming-engined Piper Super-Cub, and there was "Tiger Tag" and all the thrills of the pre-war air shows. Highlight of the afternoon was wing-walking by Mrs. Benjamin, wearing false plaits and flown by her husband and another girl, on two Tiger Moths—the modern "Annie Oakley and Lolita" act. They were flown under a wire, burst balloons with a stick, and went past hands-off. If they are given foot-holds and a harness by direction of a cautious Ministry of Aviation instead of climbing out of the cockpits and walking free, as wing-walkers did in Cobham's day, they are nevertheless *very brave girls.* There was a fly-past by a Tiger Moth, a Hornet Moth and the 1931 Puss Moth with its leather upholstery, the last-named having served in its time as personal aeroplane to the U.S. Naval Air Attaché in London and with A.T.A., and then Lewes Benjamin, John Judge and Dennis Hartas performed tied-together aerobatics in three Tigers, breaking only one wing-tip cord, the connecting strings even surviving the, necessarily formation, landing—impressive flying! The tied-together Turbulents were not presented and the show ended with a fake 3-lap handicap race between five Tigers, three Super Tigers and four Turbulents.

A pleasant afternoon in the sun, marred only when an over-zealous official asked a Surrey Special Constable to move everyone, and the "gestapo" concentrated on the Press (us!) while allowing the milling multitude with its prams and straying kids to remain in a prohibited area, the police apparently think Pressmen fair game, since the Vassall trial.

If you missed the April show you may care to note that the Tiger Club is staging another show at Fairoaks on August Bank Holiday.—W. B.

AINTREE 200—*continued from page* 412.

Taylor came into the pits; Taylor jumped out, the seats were changed and Clark was away after a 17-sec. stop, with the car still in fifth place.

A flurry of signals from the other pits told drivers of the danger but Clark soon got into the groove and began clipping his lap time, first to 1 min. 53.0 sec., then 1 min. 52.6 sec., then 1 min. 52.0 sec., then 1 min. 51.8 sec., and finally to 1 min. 51.0 sec. (96.60 m.p.h.), no less than three seconds faster than his old record and all done with a 1962 car. Stop-watches clicked furiously and from the calculations it was pretty obvious that he would overhaul McLaren by lap 40 and Ginther just before the finish, assuming that neither driver speeded up appreciably.

Hill and Ireland circulated steadily in first and second places knowing full well that Clark had no chance of catching them unless something went wrong, and the crowd riveted their attention on the flying Lotus, for Clark was really motor racing and reminding us of Moss when he was up against it. On lap 39 he caught and passed McLaren into fourth place and set off after Ginther, who had 12 sec. lead with only 11 laps to go. But by now Clark could see Ginther on the long straight and he was soon making up over a second a lap, so that by lap 45 he was on the tail of the B.R.M., and to the accompaniment of tremendous cheering from the crowd he moved into third place on lap 48. A couple of laps later Graham Hill took the flag, having driven impeccably, while 15 sec. later Innes Ireland crossed the line in second place having driven very hard for his place, while 13.6 sec. after Ireland came Clark, who once again demonstrated that he is probably the fastest driver in Grand Prix racing today.

Results :

AINTREE 200—50 Laps—241 Kilometres

1st : G. Hill (B.R.M.) .. 1 hr. 35 min. 20.8 sec.—84.39 m.p.h. (151.87 k.p.h.)
2nd : I. Ireland (Lotus-B.R.M.) .. .. .. 1 hr. 35 min. 35.8 sec.
3rd : T. Taylor/J. Clark (Lotus-Climax) .. .. 1 hr. 35 min. 49.4 sec.
4th : R. Ginther (B.R.M.).
5th : B. McLaren (Cooper-Climax).
6th : C. Amon (Lola-Climax).
7th : J. Clark/T. Taylor (Lotus-Climax).
8th : J. Blumer (Lotus-Climax).
Fastest lap : J. Clark (Lotus-Climax), 1 min. 51 sec. (96.60 m.p.h.).

* * *

The meeting opened with a sports-car race run in quite heavy rain which was lead from start to finish by Roy Salvadori's Cooper Monaco, from Ireland's Lotus 19 and Mike Beckwith's rapid Lotus-Ford. Beckwith's team-mate Tony Hegbourne finished the first lap in twelfth place but drove very well to pull through to fourth place behind Beckwith.

The Formula Junior race was led from start to finish by Dennis Hulme's Brabham-Ford, followed by Richard Attwood's Lola until he spun, letting Frank Gardner's Brabham into second place. The drive of the race was put in by Paul Hawkins, who, after a pit stop, rushed through the field from 19th place to seventh until a sticking throttle sent him into the bales at Melling Crossing. Peter Arundell finished third in the new Lotus 27 but misfiring restricted his top-end performance.

The saloon-car race was the usual Jaguar benefit, with Graham Hill winning from Roy Salvadori. The most impressive cars were the Ford Cortina GTs from Willment, Jack Sears leading home Harper's Rapier quite comfortably and looking much happier on the corners.—M. L. T.

TAILPIECE



B.M.C. about to take Rootes in the Transporter Grand Prix.

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FOR SALE

RILEY 1½, '47. Recent renewals, two tyres, dynamo, clutch, silencer. Licensed Dec. £50. Tel.: ARNold 1611. [4660

LEA FRANCIS, 1768 c.c., 1948 engine, and both axles, radiator. Box No. M.661. [4661

ALFA GIULIETTA sprint coupé, '56-'59. 31, Abbots Close, Shenfield, Essex. Tel.: Brentwood 5921. [4663

1952 JOWETT JUPITER. Superb condition, recent recon. throughout. Radio, heater, wing mirrors, screen washers, reversing lights. Best reasonable offer. Martin, 34, Christchurch Road, Winchester. [4667

M.G. TD. Excellent condition, very recent bills for £200. £220 o.n.o. Joy, 15, Wetherby Mansions, S.W.5. Tel.: FRO 3537. [4668

ARMSTRONG SIDDELEY, 1932. Special 20. Low mileage, engine and chassis in excellent condition. Offers. D. Goodey, 142, Bedford Road, Marston, Moreteyne, Beds. [4669

750 SPEEDEX SILVERSTONE. I.F.S. Teles Crossflow rad, many spares. Must go at n.o. to £100. Brown, Townshend Road, Wisbech, Cambs. [4670

ALVIS CRESTED EAGLE 25.6 h.p. saloon, seven-bearing crankshaft, engine. Total mileage 4,600 since new in 1939. £75. Butterworth, The Lodge, Printing House Lane, Hayes, Middlesex. [4671

LANCIA AURELIA 2,500 G.T. 1953. Blue, nylon seat covers, Nardi laminated wheel, turbo trims. 25 m.p.g. £425. Tel.: Southend 544837. [4672

MERCEDES-BENZ 170VA £90? Daily use. Owner in wilds on grant. Box No. M.673. [4673

LAGONDA CONTINENTAL 2-LITRE, 1932, GY 141. Green. Excellent condition, good tyres. Complete engine rebuild just finished. Special exhaust manifold. Recored radiator, new king-pin, 2nd-speed gears, batteries. All bills available. £275. James, 5, Abbey View, N.W.7. Tel.: MIL 4300 (evenings). [4511

1935 ROLLS-ROYCE, Thrupp and Maberly 4-light sports saloon. Projecting boot, sunshine roof. Black. Over £100 recently spent : decoke, clutch, new silencer, generator, new battery. Excellent condition. Mascot, original tools. M.O.T. tested. Eighteen months spent looking before purchasing four years ago. £365 o.n.o. 23, The Spinney, Stanmore. [4724

TR2, LATE 1955. Pearl white, blue interior. V.G.C. Many extras. £300 o.n.o. K. J. Barnes, 123, Waldegrave Road, Teddington, Middlesex. [4725

1949 A.C. 2-LITRE saloon. The fine lines of this superb motor have been marred by the efforts of an A35 to park in the boot. Mechanically excellent, however, including three reconditioned S.U.s. Cheap motor for amateur coachbuilder or 100% spares. Could be driven away. First offer over £25 secures. Green, Tel.: THOrnton Heath 3389 (evenings). [4726

JENSEN 541, 1957, 60,000 miles, de luxe. Works maintained. £750 cash. Wanted : 1100 and/or dinghy Wayfarer; Falcon; cash adjustment. Sharp, Tel.: Knowle 4124. [4728

CONTOURSIX MICROCELL SEAT, made for 105E Anglia, cost £18. Accept £10. 39, Meadow Road, Watford. Tel.: Garston 4484. [4729

CONVERSION KIT. Branch manifold with twin-choke Weber. Fit Standard or Herald 10-h.p. engine. £20 o.n.o. Sedgwick, 2, Irvine Road, Bloxwich, Walsall, Staffs. [4730

BENTLEY 3½, 1935, aluminium sports saloon by Park Ward. Body and mechanics reasonably good—bills £80 available. Nearest £200. Bond, Creech Grange, Wareham, Dorset. [4731

1931 TALBOT 18-h.p., £30. Henman, 738, Church Street, Burton-Latimer, Kettering. [4732

FOR SALE—*continued*

1937 MODEL KN M.G. New Microplas Stiletto fibre-glass body. £75 o.n.o. Charles, 44, Lavender Avenue, Mitcham, Surrey. [4733

BRISTOL 400. Two enthusiastic owners, total mileage 72,000. Taxed. New tyres and battery. £275. Tel.: Uplands 1080 (after 7 p.m.). [4734

BORGWARD ISABELLA COMBI for sale. Genuine 28,000 miles. Would prefer exchange with 1956 onwards drophead or sun-roof saloon, 2/3-litre, 4-seater. Box No. M.736. [4736

OCT. 1950 DELAGE, 2,997 c.c., blue and grey saloon. £400. Tel.: East Grinstead 976. [4737

ROLLS-ROYCE 25/30 James Young saloon, occasional division. Black with royal blue leather; sun roof; mascot, etc. Recent engine rebuild; two owners; immaculate. £545. C. B. Carter, Pembroke College, Cambridge. [4738

M.G. J2. Hydraulics, swept tail, foldaway hood. Tested Feb., run daily to May. Now surplus. £55 o.n.o. Holland, 4, Priory Crescent, Sudbury, Middlesex. Tel.: Arnold 6120. [4741

BENTLEY 3½, 1935, Thrupp & Maberly d/h. coupé. £150 o.n.o. Tel.: Burgh Heath (Surrey) 4271. [4742

M.G. PA. Engine, gearbox, all accessories including carbs. Rebored, remetalled 10,000 miles. V.G.C. £15. Also block, head, £5. 38, Canberra Road, Leyland, Lancs. Tel.: Leyland 22080 (weekends). [4743

ALVIS 12/50 P.V.T. tourer (Jan. 1931), coachwork and mechanics in excellent condition. Reasonable offers over £100. Mr. Dakin, 42, Brookside Road, Loughborough, Leics. [4744

TR3A, 1960. First-class condition. Usual extras. Molyslipped. An extremely desirable car. £585. Box No. M.746. [4746

SHORROCKS BLOWER, " A " type engine. All fittings. 5,000 miles. £30. 23, Beaufort Avenue, Sale, Cheshire. Tel.: SAL 5562. [4747

1933 SINGER sports. Good running and sound body. £40. Mason, 36, Bideford Road, Penketh, Warrington. [4748

TR3, 1956, B.R.G. Hard-top, hood, tonneau, wire wheels, " X "s, overdrive, rear seat, radio, heater, washers, spots. Spotless. £350. Cooper, " Greencroft," Hanbury, Nr. Bromsgrove, Worcs. [4749

RILEY NINE FALCON, 1933. Excellent original condition. Tested. Numerous spares. Limited spare time reason for sale. Offers to : Rawlings, 5, Nene Street, Peterborough, Northants. [4752

BENTLEY 4¼ Mulliner, 1937. Very nice order. Fast and silent. £250 o.n.o. de Chair, 60, Onslow Gardens, S.W.7. Tel.: FRO 3496 (evenings). [4753

1934 RILEY MONACO; oil 40 lb. hot; £30. 1948 Rover 75, broken chassis, engine o.k.; £25. Triumph Gloria Special, tubular frame, wire wheels, hydraulic brakes; £55. Exchange for cheap Jaguar Mk. VII. A. E. Birch, 38, The Avenue, Hatch End, Pinner, Middlesex. Tel.: HAT 5854. [4754

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JAGUAR 1½-LITRE saloon, 1947. *Concours* restored regardless expense. Unused since. An exceptional classic in Rolls satin silver and red hide. Offers over £1,000 to Robe, London, Tel.: PARk 6504. [4760

1930 25-h.p. ROLLS-ROYCE. May now require big-ends (one examined is pitted), piston rings, and wings. But car kept up Rolls fashion. Rippon limousine. £100. Also, after June 22nd, unusual type vintage 20-h.p. Rolls, 1927, exquisite mechanical repair. Write only, Hewins, Long House, Willersey, Broadway, Worcs. [4761

1960 ZEPHYR convertible, excellent condition throughout. Radio, heater, servo brakes, tuned engine; 25-30 m.p.g. Shark blue, tan hood. Reason for sale, purchase of smaller car. Nearest £500. Tel.: Birmingham, SOL 4031. [4762

FAMILY REASONS FORCE sale of M.G. TC, Nov. 1949. Gold Seal B.M.C. reconditioned engine. B.R.G. resprayed. New steering; largely rewired. Flashing indicators, luggage rack, spot, fog lights, windtones, safety belts, loose covers, complete tool set, full tonneau good tyres. Heater. Never raced or rallied. Maintained regardless by present owner for over 11 years, bills available. £175 o.n.o. Griffin, Turnpike Cottage, Badgworth, Somerset. Tel.: Axbridge 312. [4764

SINGER ROADSTER, 1951. Terrific engine. Excellent bodywork, hood, tonneau. Garage maintained. M.O.T. £85 o.n.o. 15, Briar Close, Borrowash, Derby. [4765

PORSCHE SUPER 75, 1960, ivory/black. Transverse leaf, radio. 29,000 miles. Mint condition. £1,150. Box No. M.76[illegible]. [4766

VINTAGE, IMPECCABLE AUSTIN Seven tourer. All brass, original cellulose on bonnet. New brakes, carburetter, etc. Spare engine. £105. " Allt-y-Ddol," Bodfari, Denbigh. Tel.: Bodfari 319. [4767

VINTAGE HUMBER tourer, 1929, 16/50. Fair condition, good tyres. Offers. Tel.: Aylesbury 5137. [4674

ROLLS-ROYCE PHANTOM I sedanca de ville. One owner; unlicensed twenty-seven years. £275. Taylor, Bleadney Mill, Nr. Wells, Som. Tel.: Wells 2568. [4675

1959 AUSTIN HEALEY Sprite. Immaculate, cherry red, 30,000. Many extras. £325 o.n.o. 59, Merrivale Road, Hilsea, Portsmouth. [4676

VINTAGE AUSTIN BURNHAM, 1930, 16/6. Blue. A fine original example of a rare car. In magnificent condition, bodily and mechanically. £100 o.n.o. Details, Stevens, 14, Madley Close, Rubery, Birmingham. [4677

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J2, FITTED E93 engine. Very many mods. Hydraulics, teles., twin S.U.s. Wife says must go. Dick, 138, High Street, Brentwood, Essex. [4682

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1914 WARRICK Autocarrier in running order, brass oil lamps and brass horn; Tiller steering. Was used as milk float. Offers invited. View by appointment. Barclays Bank House, 9, St. George's Street, Canterbury. Tel.: 5209. [4087

1931 HEAVY AUSTIN car, 12 h.p. 4-cylinder, in good going order. David Slane, 80, Chapel Street, Cookstown, Co. Tyrone, Northern Ireland. [4688

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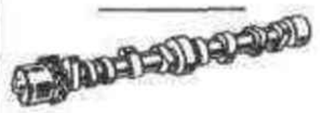


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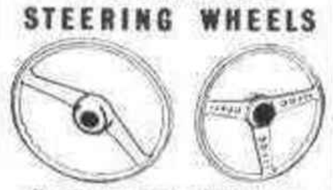


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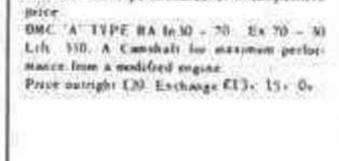
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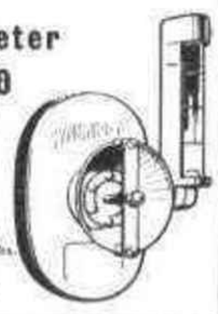
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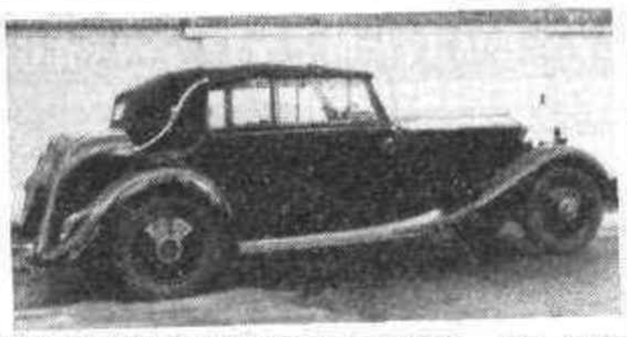
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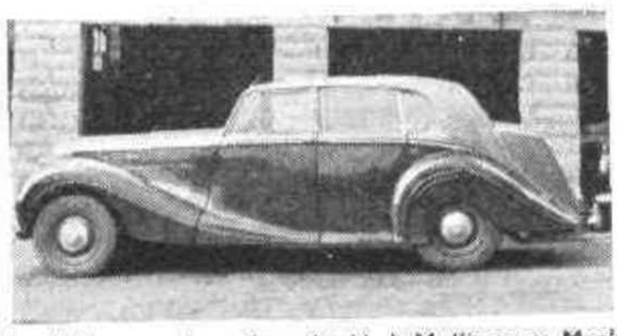
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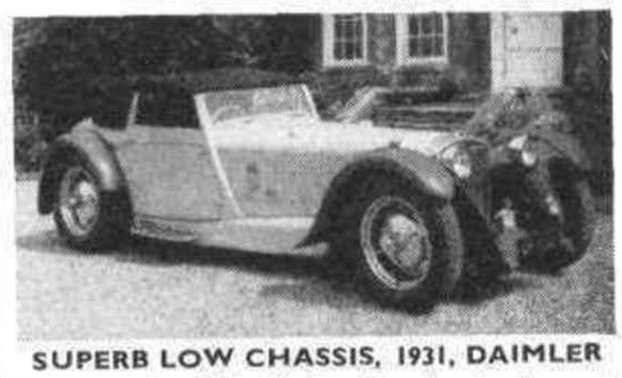
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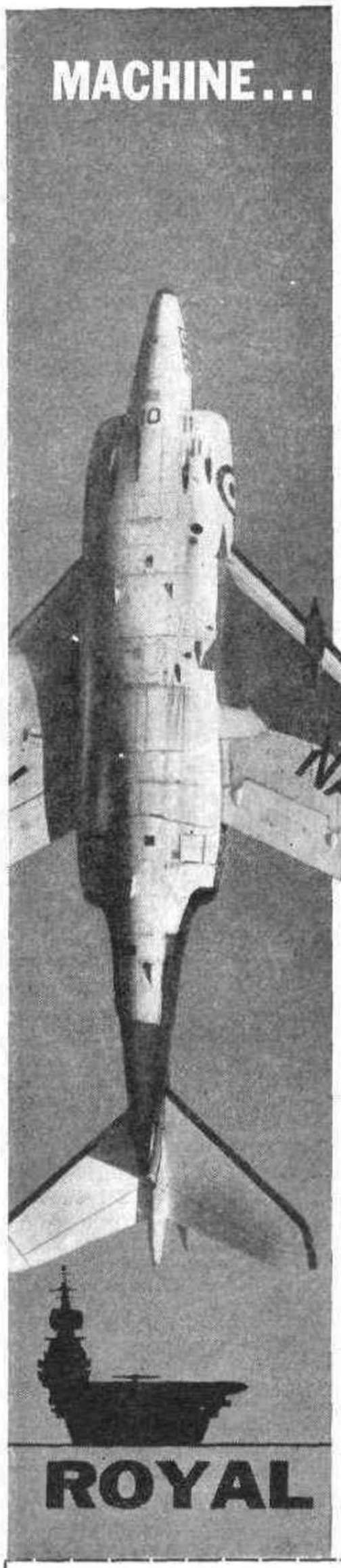
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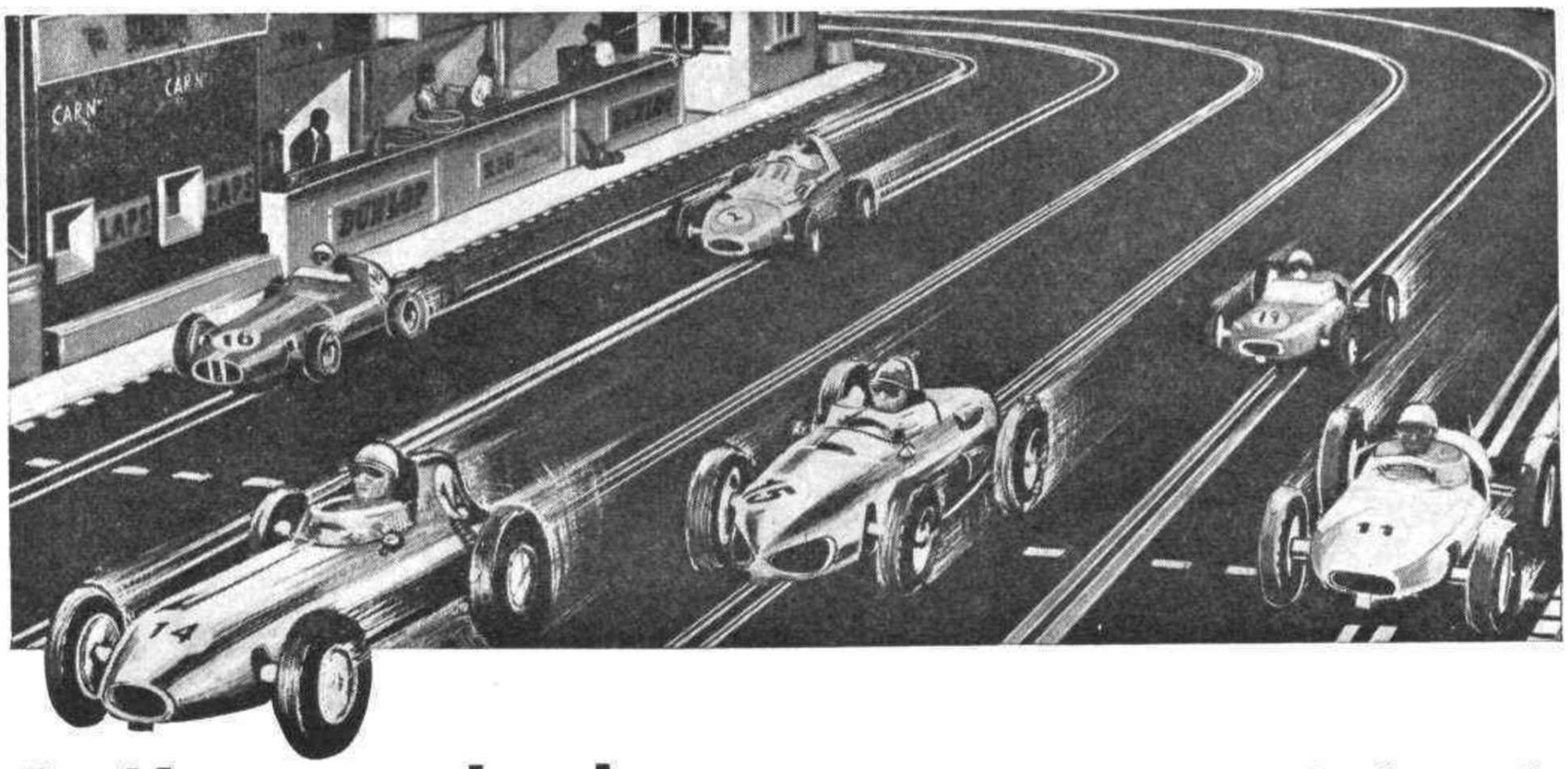
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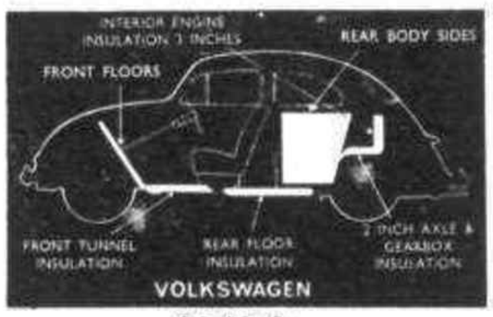
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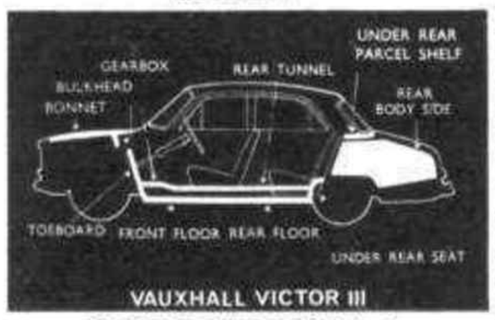
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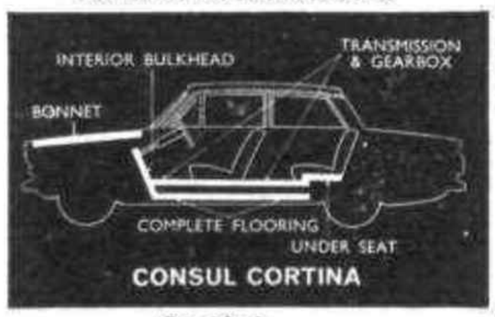
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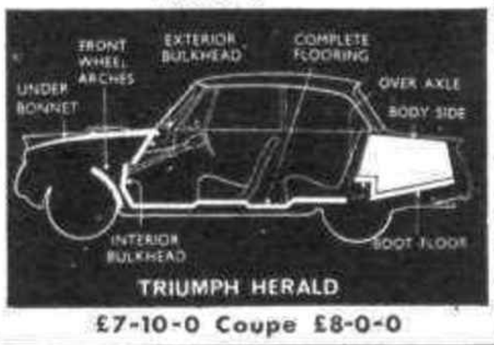
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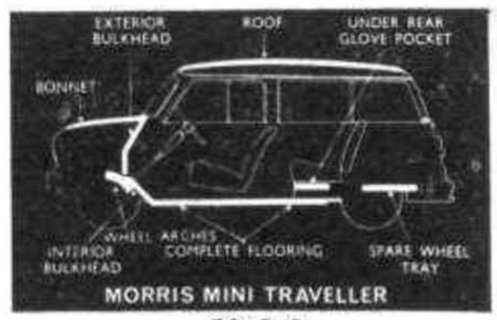
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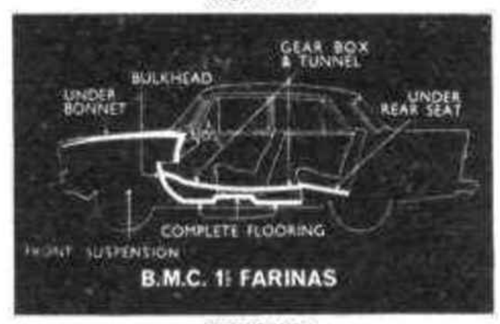
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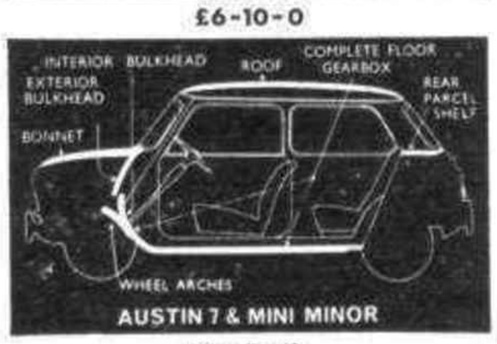
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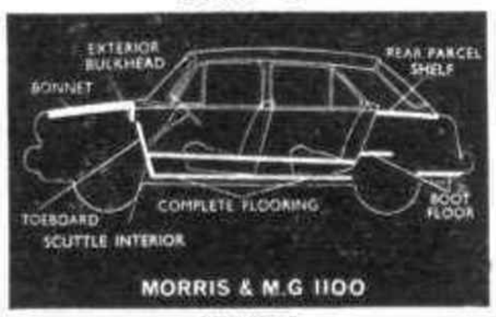
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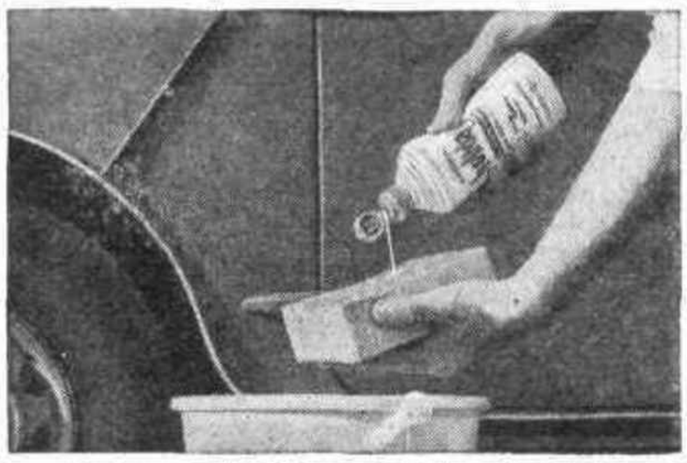
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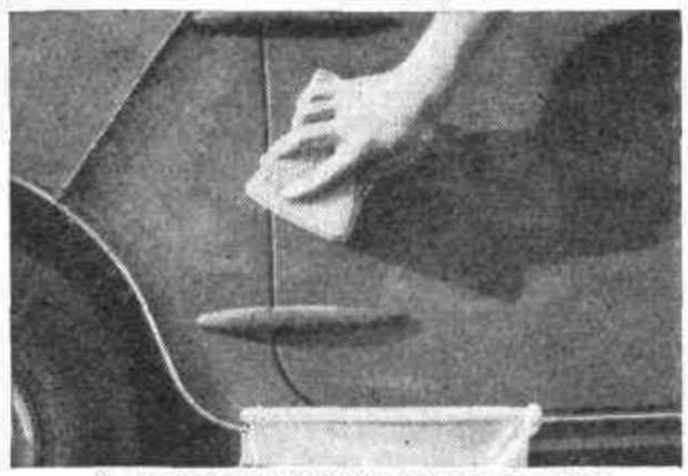
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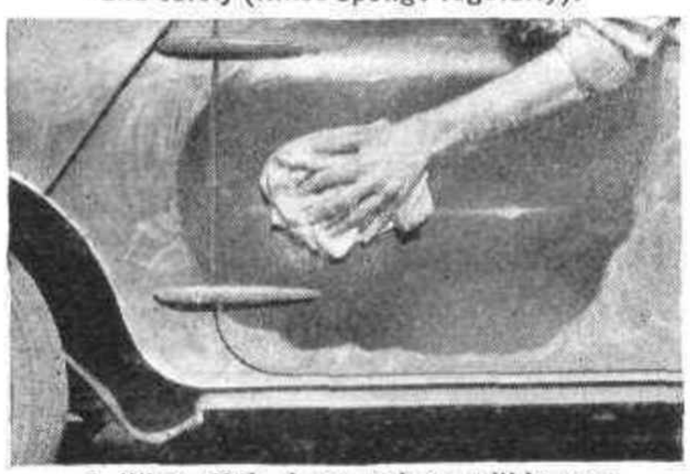
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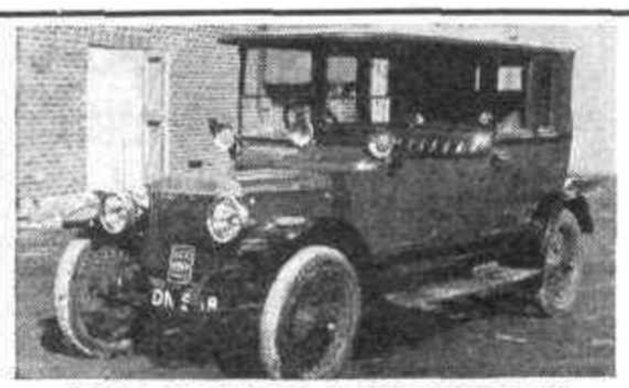
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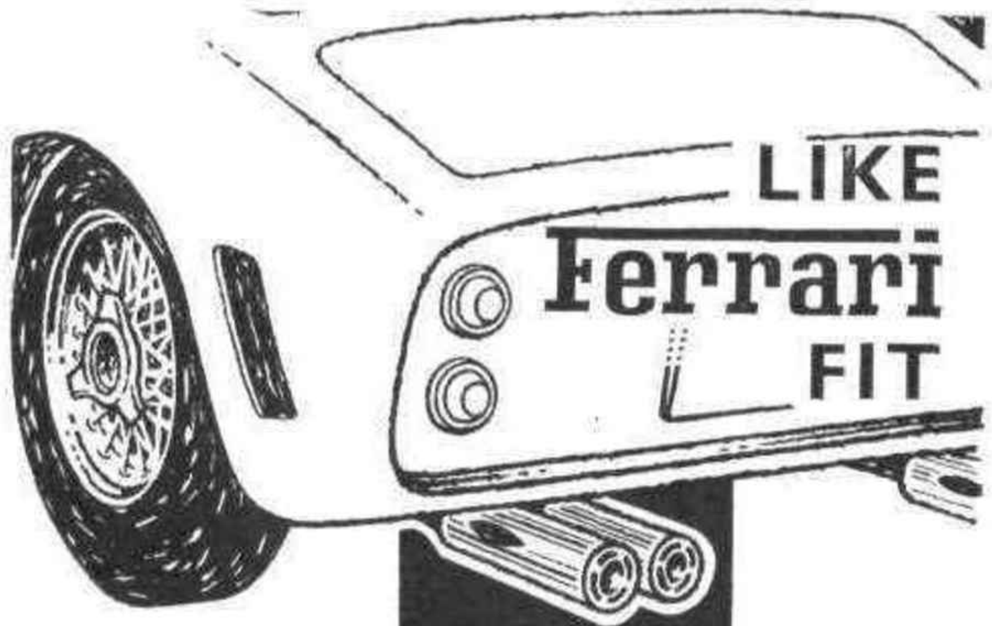
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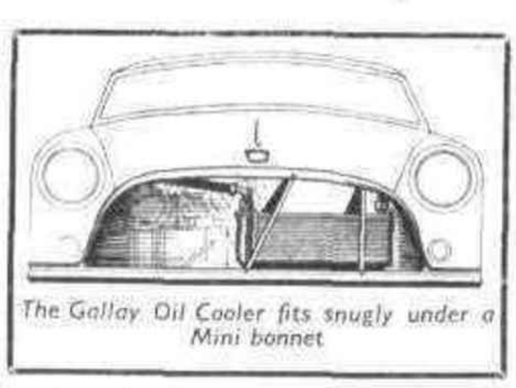
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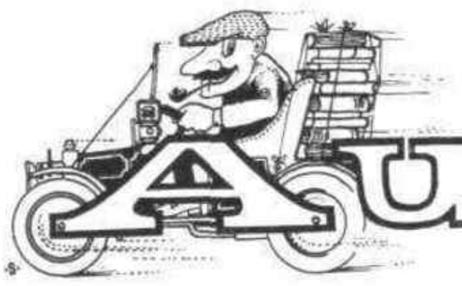
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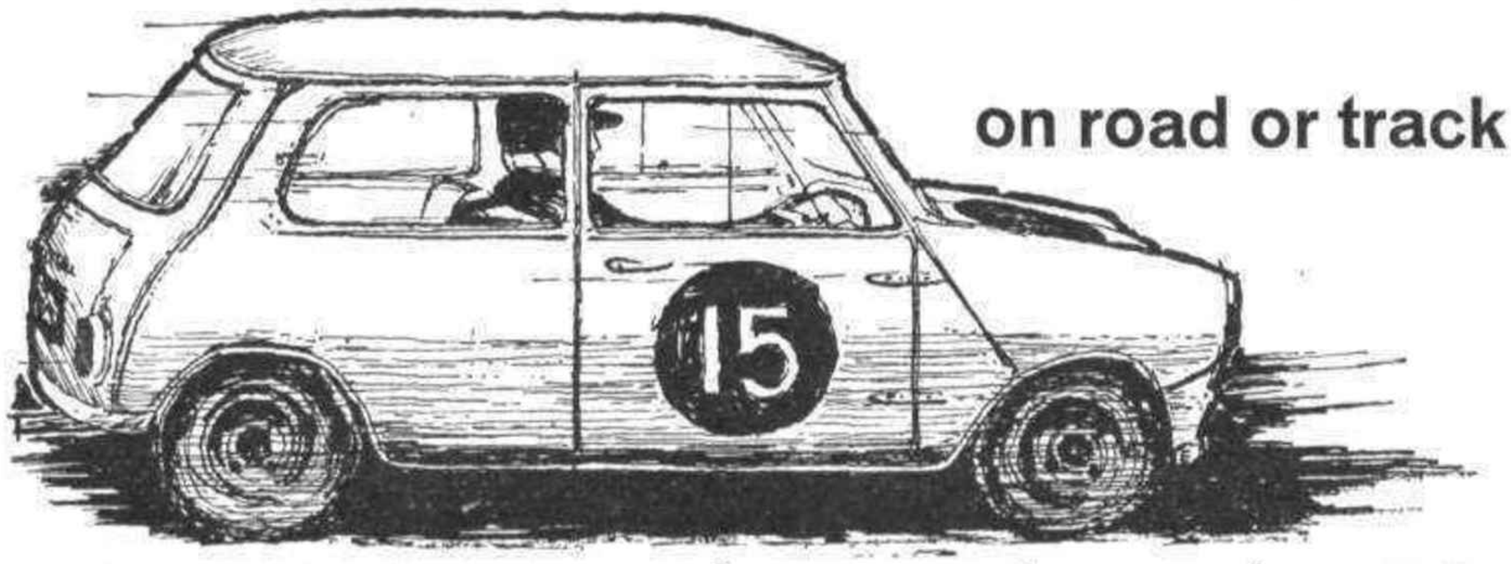
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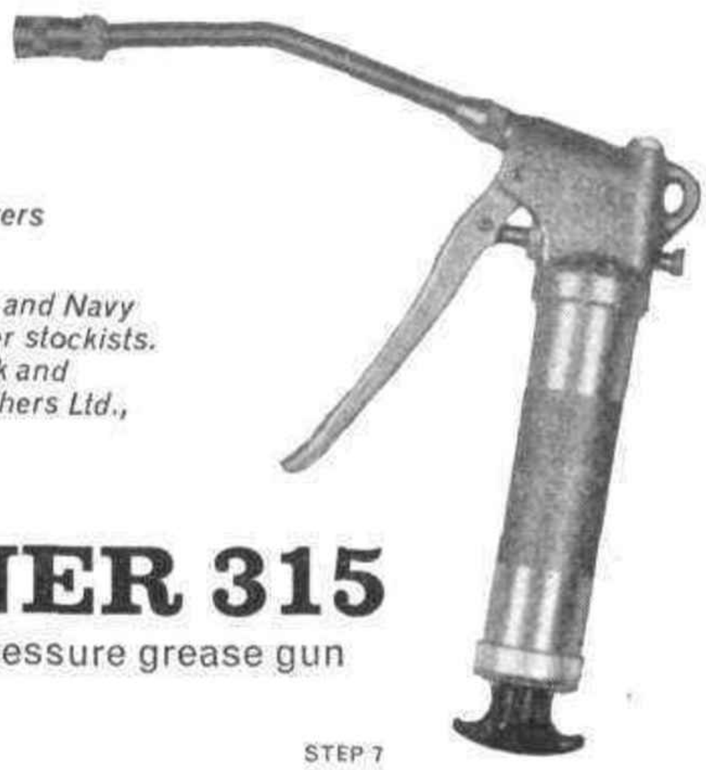
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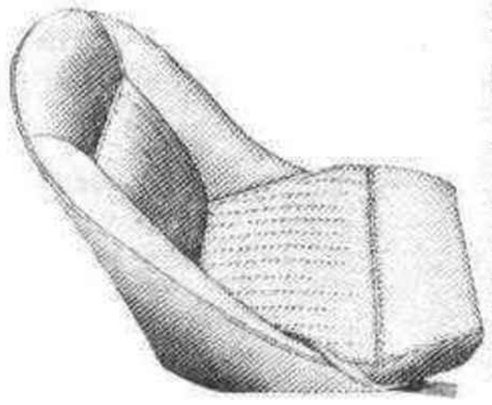
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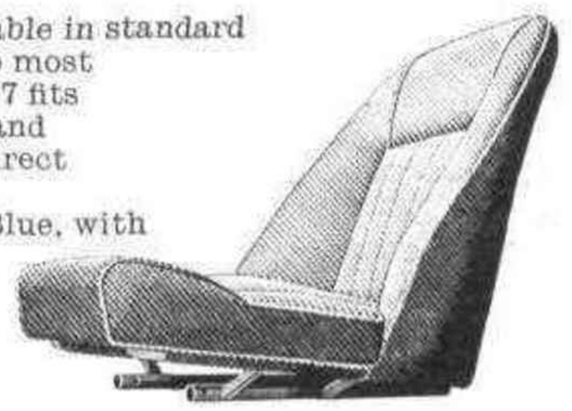
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M.G. TC, 1949. G.C. Extras: spots, horns, rack. M.O.T. May. Well worth seeing. Married—must sell! £190. Meyrick, 70, Kent Road, Harrogate. Tel.: 69310. [4565

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M.G. TF, 1954. Very good condition throughout. Recent overhaul. £330. 23, Harvel Crescent, Abbey Wood, S.E.2. [4567

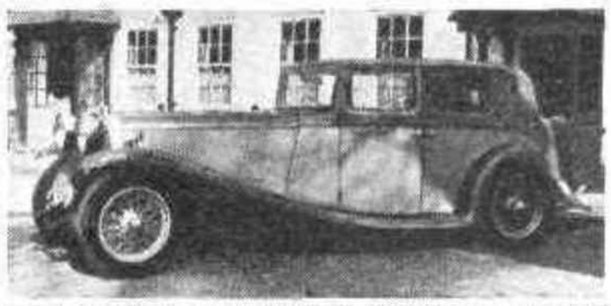
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M.G. TA, 1938. Magnificent condition, completely rebuilt. Everything on this car is new. Also spare engine, etc. £200 o.n.o. Glover, Holm Street, Portpatrick, Wigtownshire. [4569

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£495!! 1962 M.G. Midget, blue. Immaculate. Radio, heater, screen washers, tonneau, etc. 10,500 miles. Contact Mr. Vickers, Tel.: Lee Green 9946. [4628

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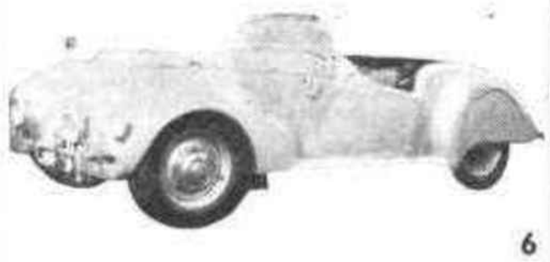




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£545 **1960 TR3A.** Finished in black with red interior. Overdrive, heater, new Michelin "X" tyres.

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£247 **1962 FORD BUCKLER SPECIAL,** an exceptionally well-made car in red with contrasting interior. Original cost £600. **(Photo 4)**

£245 **1957 FORD Consul** convertible, Mk. II. Two-tone bodywork.

£235 **LOTUS VI.** *Concours* condition throughout. Modified Ford engine, close-ratio gears, full weather equipment. Excellent condition.

£235 **1951 M.G. TD,** reg. 1958. A much above average example in maroon with beige interior.

£225 **1935 HUMBER Pullman** landaulette. This fabulous vehicle has had one owner from new and has covered a total mileage of 70,500. **(Photo 5)**

£195 **1955 FORD Consul** convertible. Olde English white with contrasting interior. Radio, heater etc. Immaculate condition.

£195 **1953 SUNBEAM-TALBOT 90** d.h.c., l/h. drive. Excellent in polychromatic blue with beige hide interior.

£195 **JAGUAR XK120.** Polychromatic blue with dark blue interior. Tonneau cover, etc.

£145 **1949 LEA-FRANCIS 1¼-litre** 2/4-seater roadster. Finished in beige. Fitted with twin spots, safety belts heater. Excellent condition throughout. **(Photo 6)**

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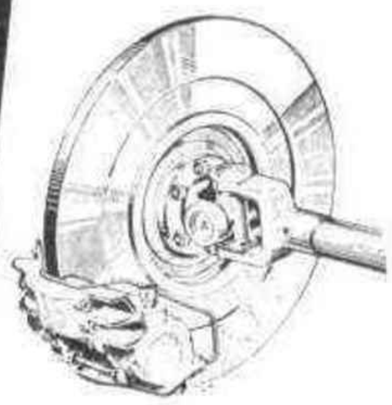
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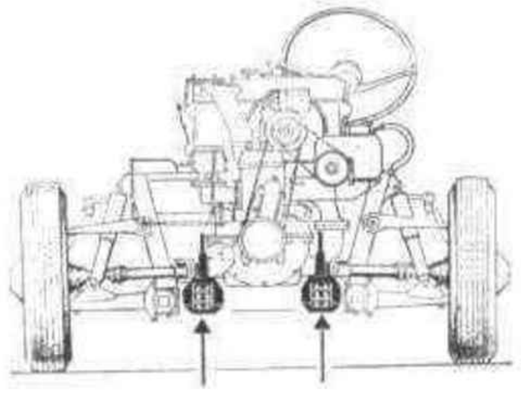
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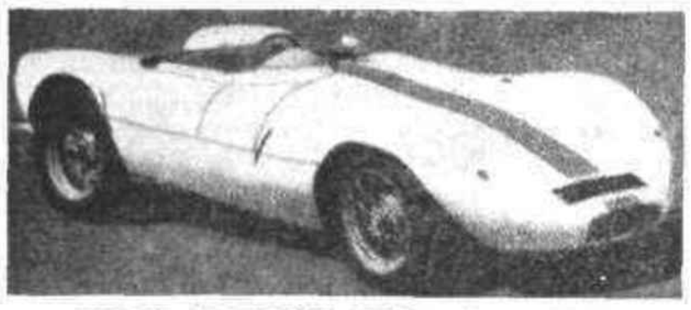
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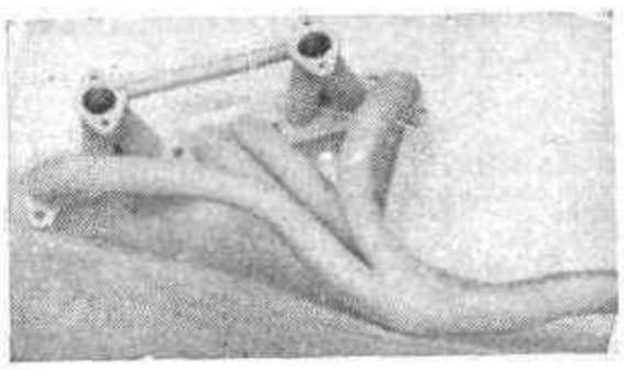
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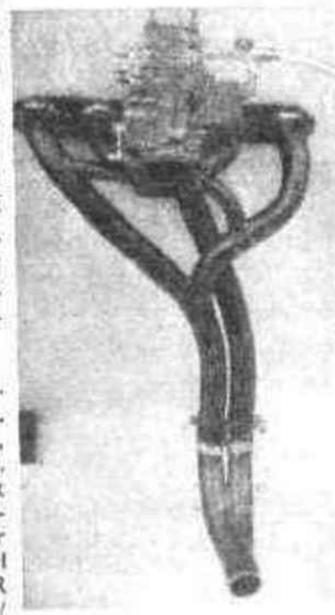


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MODIFIED H/C Cylinder heads, exch. **£17 . 10.** for Minis, Coopers, Midgets, Sprite I & II, PISTONS 9 H/C flat top, **£7 . 10.** CAMSHAFTS, high lift, over lap, exch. **£6.** Stage II exch. **£7 . 10.** ROCKER COVERS, polished L/Alloy, **£4 . 12 . 6.** TUBULAR PUSH RODS, L/Alloy, set **£4.** VALVE SPRINGS, inner, set **8/-.** VALVE SPRINGS, outer, strong, **15/-.** L/ALLOY OIL RADIATOR kits, **£12 . 10.** REAR ANTI-SWAY BAR or front for other models, **£4 . 17 . 6.** WOODHEAD MONROE DAMPERS, ea. **£1 . 19 . 6.** BONNET LOCKS, operated int., **19/6.** EXHAUST SYSTEMS, straight thro', **£2 . 7 . 6.** SUMP GUARDS, ventilated steel plate, **£3 . 7 . 6.** INTERIOR SILENT TRAVEL KITS, **£6 . 7 . 6.** 'MURMARIDE' sound damping kits, **£3 . 15.** TOWBAR ATTACHMENTS, **£4 . 7 . 6.** GEAR LEVER extensions, chrome, **7/6.**

MODIFICATIONS FOR MOST MAKES

Multi Carburetter Units, Extractor Exhaust Manifolds, Modified H/C Cylinder Heads, Special Camshafts, "Deep Note" Exhaust Systems :

Austin A30, A35, A40 (Devon, Somerset & Farina), A50, A55, A60, Austin Healey Sprite Mk. I & II, 100/4, 100/6 & 3000, Daimler SP250, Elva Courier, Fiat 600 & 1100, Ford—all British models, Hillman Minx, Rapier, Morgan 4/4, Morris 8, E, MM, "1000", 1100, Oxford S.V. & O.H.V. All Mini models, Riley —all models, Renault 750, Dauphine, Simca 1100, Singer, Standard, Sunbeam Rapier & Alpine, *Triumph Herald, Spitfire, Vitesse, TR* (all models), Wolseley.

When writing for tuning lists, specify make and model, enclosing 6d. stamp for postage.

FOR SALE—*continued*

M.G. C-TYPE Montlhéry Midget 2-seater sports, extremely rare. New PB engine 1958, o.h.c., twin S.U.s; oil pressure 50 lb.; rewired, S/B. headlamps, flashers, hydraulics, new tyres, good tonneau/hood. B.R.G. Taxed February, M.O.T., splendid condition. £175. John Rust, Tyle House, Brokes Road, Reigate, Surrey. Tel.: 42912 (evenings). [4908

DELLOW, 1955. Aquaplaned 100E. Immaculate in silver grey and black. £195 o.v.n.o. P/O. J. Keepe, Officers' Mess, Royal Air Force, Oakington, Cambs. [4909

LAGONDA RAPIER, 1935, tourer. Excellent all round. Plus spares. Emigration forces sale. £140. Mogg, Manor Road, Durley, Southampton. [4910

ALLARD K1 sports, 1950, white. Recon. Ford V8 engine, *excellent condition all round.* £150 o.n.o. Rogers, 108, Westbury Avenue, Southall, Middlesex. [4911

MORGAN 4/4 4-wheeler, registered 1938, completely rebuilt *on new chassis 1961.* Climax engine recently reconditioned at cost of £37. Also modified Ford Ten engine. Good reason for sale. Partlett, Post Office, Charlbury, Oxford. [4912

GOING TO CANADA? *I have 1960* Vauxhall Velox there to sell or trade for car here. Below average price at £330. Write, Ian Cumming, Beit Hall, Prince Consort Road, S.W.7. [4913

BUCKLER-FORD 1172, professional *aluminium* body, full weather equipment; 40+ m.p.g.; close-ratio gears. Superb condition; full history. £110. Lady owner. Pitman, Milestone Road, Carterton, Oxfordshire. [4914

MINI-COOPER head, polished ports, etc., with valves. 5, Longlands Avenue, The Mount, Coulsdon, Surrey. [4915

RILEY NINE MERLIN, 1936. Good condition, reconditioned engine, new king-pins and bushes; brakes relined. Also spare parts. 12, Maesawelon, Caersws, Montg. [4917

M.G. TF, 1954. Engine and gearbox 10,000; new hood and screens, full tonneau, heater, immaculate metallic green body, new "X"s. £350. Munn, "Hill View," Claines Lane, Worcester. [4918

ASTON MARTIN Mk. II, 1934, 1½-litre. Short chassis, occasional four seats. Recent rebuild. Offers over £300. Donald, Knockbuckle House, Bridge of Weir, Renfrewshire. Tel.: Kilmacolm 521. [4919

RILEY NINE LYNX. Enthusiast Register owner. Exceptional condition. Superb bodywork. £165. Tel.: Berkswell (Coventry) 2388 (after 6 p.m.). [4920

RILEY 1.5, 1958. Excellent condition. Heater, radio, etc. Motor tested. £385 o.n.o. 26, Albert Road, Erdington, Birmingham, 23. [4921

THE BEST XK140 available, 1955 d.h.c. In unblemished red and ivory. Wire wheels. Shod with RS5s. Fitted radio, heater, luggage grid, fog lamps, signpost lamp and numerous other extras. Interior in red with leopard seat covers. Whole car in perfect condition. £400 for quick sale. Harnden, 480, Derby Road, Birdholme, Chesterfield. Tel.: Chesterfield 4616. [4922

1962 M.G. SPECIAL. I.F.S., rack and pinion, Mk. II Consul engine, 4-speed gearbox, 3.9 axle, 16-in. wire wheels. A very lively and interesting car. £250 o.n.o. Bury, Springhill, Broad Hinton, Swindon. [4923

1960 FAIRTHORPE MINOR, fitted Herald twin-carb. engine, 4-seater wanted £235. Reader, 135, Sewall Highway, Wyken, Coventry. [4924

Binoculars for Sale or Hire

Zeiss, Ross, etc. New, also secondhand from £8. 8. 0. Send for list

MOSS BROS.

COVENT GARDEN, LONDON, W.C.2

FORD 8/10 GEARBOXES

Why tolerate a 3-speed gearbox when for £6 10s. 0d. we can convert a J2 M.G.-Wolseley box for you? **OR** if the Ford torque tube is retained, for £12 we operate upon both ends of a Morris 10 (M) (1939-47) box. Either conversion also fits the 100E engine. But is not, repeat not, intended for, nor will it fit, a 100E car. Don't think about it. Send for details instead.

Bowden Engineering Co.

OTTERY ST. MARY, DEVON

Tel.: 391

FOR SALE—*continued*

OPPORTUNITY FOR YOU to acquire really exceptional 20/25 Rolls-Royce Mayfair sports saloon. Bought new by rich friend's father 1934, chauffeur maintained and driven, kept in heated garage where laid up during war-time petrol rationing. £500 overhaul at Rolls-Royce in 1949, approx. 12,000 miles since; total 88,000. Purchased by present owner on retirement of chauffeur in 1959. Price £575 o.v.n.o. Riley Nine 1933 engine with 30-mm. port head, twin S.U.s, overhauled starter, spare head, other Riley spares. Faulkner, 22 Caroline Street, Birmingham, 3. Tel.: Central 2139. [5111

SPORTS/RACING CAR. Clare 90, fully-modified 1172 engine, Aquaplane Superhead, twin S.U.s, 4-branch exhaust, all-independent Cooper-type suspension, twin system hydraulics, 15-in. wheels, oil cooler. Years M.O.T. and road taxed. £150. Also: Railton Straight-Eight, 1938, University body, excellent cellulose, interior; good mechanics; reconditioned carburetter. M.O.T. Feb. 1964. Heater. £65. Both must be sold (new car). Thurston, St. Mary's Lodge, New Road, Linslade, Beds. [5112

RARE STANDARD TOURER, vintage (under investigation), partially rebuilt in engineering works; engine, fittings, etc., as new. Space and time to complete sadly lacking. Offers? Tel.: Burgh Heath 3509. [5113

NO ROOM, must sell. Bentley 1935 tourer by Freestone & Webb; second windscreen for rear-seat passengers; resprayed and re-upholstered; £650. Bentley, 1935, 2-door sports saloon, very pretty; engine overhauled; £180. Lancia Aurelia, Series 6, l.h.d.; excellent; £750. Lancia Aurelia, Series 3, r.h.d.; £350. B.M.W. 328, two, from £180. B.M.W. 45 2-seater f.h., £75. A.C. Buckland tourer, engine overhauled, £110. Rosmer, 20, Radley Mews, London, W.8. Tel.: WES 5691. [5114

DROPHEAD MAYFLOWER. This most unusual and attractive car is one of only three made by the Triumph Company. Excellent condition throughout. M.O.T. certificate. Offers. Southworth, Tel.: New Brighton 4534. [5115

COVENTRY-CLIMAX FWE 1,220-c.c. engine complete, £150. Tel.: Mountview 0285 (evenings). [5116

RILEY GAMECOCK, 1932, excellent mechanical condition. M.O.T. £90. P. Boden, 4, Everard Avenue, Bradway, Sheffield. [5117

M.G. TF, 1954. Good condition. Brabham balanced sports/racing cam, anti-roll bar, Stage 2 head, full-length tonneau. £350. Tel.: Buckhurst 7032 (Essex). [5118

VOLKSWAGEN DE LUXE, 1955. M.O.T. Extras. Good condition. £275 o.n.o. Croskell, The Coppice, Winthorpe, Newark, Notts. [5121

LAGONDA 2.6 convertible, 1952-3. Black, red hide. Spots, heater. Excellent condition; with complete (yes, complete!) set of spares. Offers, exchanges. Hill, 3, Hatherley Crescent, Sidcup, Kent. Tel.: FOO 4004.. [5120

Dismantling for spares

1953 M.G. TD
1939 M.G. TA
1935 M.G. PA

Callers only after 6.30 p.m.

CRAWLEY 20878

NEW

Beaded Edge & Straight Side TYRES

VINTAGE TYRE SUPPLIES, LTD.
35 Cricklewood Broadway, London, N.W.2
Gladstone 5003

FOR SALE—*continued*

1955 RILEY 1½-LITRE. Blue. Outstanding, much-admired car. Many extras. Wheels balanced, engine overhauled, etc. Must be seen. £340 o.n.o. Tel.: VAN 7392. [5119

1955 BN1 AUSTIN HEALEY. Overdrive, radio, heater, windscreen-washers, lighter, luggage rack, Avon Turbospeeds; new gears. 60 lb. oil pressure. £280. Mortimer, Hilltop, Oakfield Road, Ashtead, Surrey. [5122

ALVIS 3-LITRE saloon TC21, 1954. Engine overhaul, including new pistons, October 1962. Very good mechanically and bodily, with most attractive two-tone blue colour scheme and good chrome. M.O.T. certificate until April 1964. £200. J. R. Barnes, Ranby House, Retford, Notts. [5123

MARCHAL HEADLAMPS, one pair 10 in., as new, with bulbs, £16. Lucas "Altette" horns, chrome, 12v., £1 each. Cox, 36, Gundulph Road, Bromley, Kent. Tel.: Ravensbourne 7667. [5124

VOLKSWAGEN, 1960, indigo. Safety belts, Michelin "X"s, 1963 rear lights and winkers, many extras. £450. Austin Seven boxed chassis with new Ballamy front suspension, £10. Mason, Thatch Cottage, East Stourmouth, Canterbury. [5125

DELLOW. Excellent condition, B.R.G. Recond. engine; many extras, including radio. £135. Bentley, Keele Road, Newcastle, Staffs. Tel.: 67695. [5126

ROLLS-ROYCE 20/25, 1934. Small Barker saloon, nice condition all round. Must sell at £125 o.n.o. Wilson, Glanfryn, Penrhos, Ystradgynlais, Swansea. Tel.: Glantawe 3361. [5127

1952 S/TALBOT 90 Mk. IIA saloon, good condition. £185. M. Dawson, 100, Brampton Road, St. Albans. [5129

VALUABLE ACCESSORIES: Crypton rev.-counter, £7 10s. Pair 1½-in. S.U.s, new, £10. Restall bucket seat, Mini, £6. Derrington wooden wheel, Mk. II Jaguar, £7. Shorrocks 105E kit, £26. Alpine full tonneau, £4. Ammeter/oil gauge panel, Mini, £3. Ramsbottom, Westfield, Steeton, Keighley. [5130

TURNER. 20,000 miles since new specially bodied, beautiful and cheap at £250. Going abroad. Tel.: KINgston 8113. [5133

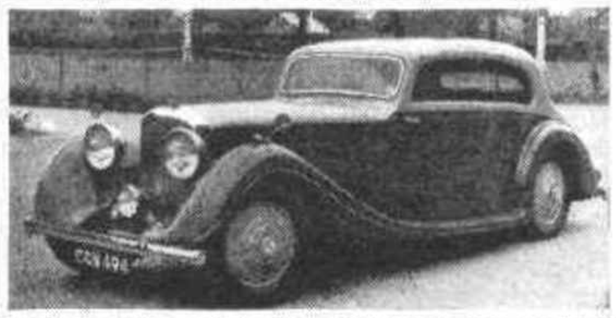
ASTON MARTIN DB2 convertible, 1952. B.R.G. Mechanically excellent. New hood and tyres. £425. Tel.: Windsor 3478. [5134

M.G. HOODS BY POST

"BLACK OR FAWN DOUBLE DUCK"
T Model Hoods, **£6 15s. 0d.** Tonneaux, **£5 15s. 0d**
J and P Tonneaux, **£5 0s. 0d.**
M.G.-A Tonneaux in Genuine Vynide, **£6 0s. 0d.**
T Model Screens, **£5 10s. 0d.** No frames.

A. C. WINMILL
S.A.E. please
49 TONSTALL ROAD, MITCHAM
Phone: MIT 6981

BENTLEY 1935 GURNEY NUTTING SPORTS SALOON



Sunlight roof. 100 m.p.h. 20 m.p.g. Mechanically perfect condition. Interior leather upholstery excellent. Everything in perfect order. **£850 o.n.o.**

GARNER
40 PERCY ROAD, HAMPTON, MIDDLESEX
Tel.: Molesey 3941

MARK VI BENTLEY



1950 James Young sedanca coupé, actual show car. Full-flow engine fitted 30,000 miles ago. Immaculate throughout. Resprayed black pearl/shell grey, rechromed, new battery, tyres, carpets, etc. Radio, heater, extras. Private sale.

£795

Box No. P.160, "MOTOR SPORT," 15-17, City Road, London, E.C.1

1954 LAGONDA 3-litre
2-DOOR TICKFORD



Spotless in Ming blue. Engine and overhaul Aug. 1962, £500; bills available; 902 miles since. Floor gear-change, power brakes, radio, etc., etc. New tyres. A superlative car for the nominal figure of

£550 o.n.o.

D. A. MONRO-SMITH
38 STARLING CLOSE, BUCKHURST HILL, ESSEX
Tel.: Buckhurst 9414

FOR SALE—*continued*

1919 SILVER GHOST. Immaculate condition. Engine rebored "025." Since done approx. 8,000 miles. Fitted 1927 Plymouth saloon body. Chassis No. P.P.11. Left works Sept. 12th, 1919. Photos on application. Owner prepared drive Capetown and ship England or elsewhere. Price £2,250 o.n.o. Smart, Box 1474, Bulawayo, Southern Rhodesia. [5136

VINTAGE AUSTIN SEVEN, 1927, aluminium saloon. Reconditioned engine, axles, brakes, radiator, and wheels. New seats and windscreen. Taxed, M.O.T. Repainted. £75. John Hill, 46, Cranley Gardens, London, S.W.7. [5137

1961 MODEL MINI-MINOR (Oct. 1960). V.G.C. Engine/gearbox reconditioned 1,000 miles; brakes relined. Many extras. Bargain for enthusiast. £355 o.n.o. G. C. McDonald, 10, Derby Road, Caversham, Reading. [5138

KATIE MUST HAVE a good home. 1929-30 Austin Seven, excellent condition. M.O.T. tested until February 1964. £50 o.n.o. Tel.: Westend (Southampton) 2020. [5139

SUPERB ALUMINIUM-BODIED Rover 14, 1935, Sportsman saloon, immaculate throughout. Nearest £100. Ellsmore, 6, Poplar Drive, Alsager, S.O.T. Tel.: Alsager 852. [5140

CARIBBEAN FALCON II. One of the best built. Spotless white body, black hard-top, chrome. All new components fitted; 1172 engine, gearbox, boxed frame, "X"s, 15-in. wheels, comprehensively trimmed, instrumented, locking boot, bucket seats. 45 m.p.g. 100% mechanical condition. Cost over £550. Require £250 o.n.o. Tel.: Putney 4389 (evenings, weekends). [5142

TRIUMPH TR2, 1954. Red; black hood, screens, tonneau cover; beige interior. Fitted heater. Smart, original condition throughout. £240 o.n.o. 57, Salthouse Road, Barrow-in-Furness. [5143

UNREPEATABLE AT THE price. M.G.-A roadster, November 1958. Orient red, black interior. Fitted heater, etc. Genuine reason for sale. Bargain, £350. H.P. possible. 14, Hibbert Road, Barrow-in-Furness. [5144

ALVIS, 1926, Big Port 12/50, S.D. beetle-back. Good condition. To good home only. Many spares including engine. £150 o.n.o. Cambray, 9, Coten End, Warwick. [5145

ALVIS. Super mechanical example of the Speed 25 *marque*. All possible work on engine and chassis carried out at Alvis works. Body restoration commenced and requires little more effort to be specimen. £400 been spent on this car in four years. Bargain at £240 o.n.o. Gale, 219, West Boulevard, Quinton, Birmingham, 32. [5146

MERCEDES-BENZ 220A, 1955. English gentleman's car in beautiful condition, every extra. Dark green. L.H.D. Cost £2,200 new, for sale at £470. Taylor-Smith, Partridge Close, Barton Stacey, Winchester, Hants. [5147

1936 RILEY MERLIN, good sound car, but knock in engine, hence price, £30. 2, Lawrence Avenue, Cowplain, Hants. [5148

RILEY KESTREL Blue Flash, 1938 "Big Four" 16 h.p. Overdrive, free wheel. Two owners; low mileage; good condition. Offers. Butler, 16, Wisborough Road, Sanderstead, Surrey. Tel.: Sanderstead 6589. [5370

ROLLS-ROYCE, 1937, Thrupp & Maberly, owner-driver 25/30 saloon. Sun roof, radio. 90,000 miles. Three owners. New pumps, electrics, starter clutch; being rebored and overhauled at moment by R.-R. engineers. £525. Tel.: POP 1087. [5371

ASTON MARTIN 1½-litre Mk. II drophead, very sound but not immaculate... ... ... **£150**

ASTON MARTIN 2-litre saloon, basically sound but horrible appearance **£60**

CLAYTON GARAGE
CLAYTON, BRADFORD
TEL.: QUEENSBURY 2315

BRITAIN'S BEST

LANCIA AURELIA SPIDER

FOR SALE

1956, B24S.

Rebuilt by Lancia, Turin, in March. Dark red Farina. Goes off clock at 120 m.p.h. Two Webers, Nardi head, de Dion. L.H.D. Michelin "X," tonneau, etc.

£835

KNIGHTS
25 LISKEARD GARDENS, S.E.3
Tel.: Greenwich 2679

FOR SALE—*continued*

A35 ENGINE/GEARBOX unit. Can be seen running. £35. 33, Rollason Road, Erdington, Birmingham. [5239

MANUALS : Including R.-R., Overland, Morgan-3, Hornet. Contact J. Smith, 34, Stoke Hill, Bristol, 9. [5240

1958 M.G.-A f.h.c., 1959 model, blue. Nine extras, plus new tyres. Immaculate throughout. £395. Carman, 33, Woodward Road, Dagenham. Tel.: Dominion 1371. [5241

100E WILLMENT O.H.I.V. conversion, overhauled, polished as new, new plugs, gaskets, etc., complete for immediate fitting, including twin S.U.s. £34 (less carbs., £29). New Aquaplane alloy flywheel, £7 10s. Buckler exhaust/inlet manifold, £5 10s. Box No. M.242. [5242

UNUSUAL OPPORTUNITY—Glass-fibre body moulds for aerodynamic coupé. Suitable small-scale production. Offers. "The Rough," Hilton Road, Disley, Stockport, Cheshire. [5243

ROLLS-ROYCE 20/25-h.p., 1935, black, 7-seater, sliding partition, Thrupp & Maberly saloon. £250. 58, Argyle Road, Ilford, Essex. Tel.: VALentine 8908. [5244

AUSTIN ASCOT 12/6 (1934). Good specimen—extremely reliable coachbuilt motor car. Taxed. M.O.T. £55. 11, Central Gardens, Morden, Surrey. (Opposite "Tavern.") [5245

1927 ALVIS TG touring saloon. Certain deficiencies but potentially fine motor. Various spares. Absolute honesty. £70 o.n.o. Pearce, 84, Curlew Crescent, Bedford. [5247

M.G. TA/B ENGINE, gearbox, accessories, f/axle, springs. Many other spares. Singer Ten engine/gearbox—accessories. 4.50–18 tyre, tube. S.U. pumps. Please write. Benington, The Twitten, Crowborough. [5249

RENAULT DAUPHINE, 1957. New "X"s, twin-choke carb. Red/black upholstery. 42 m.p.g. Excellent condition. £200. Plot 1, Stanley Road, Warmley, Bristol. [5250

JAGUAR Mk. VII Type "M" (1954). Without doubt the most immaculate Jaguar of its year in the country. Maintained since new by professional gentleman. Mechanically perfect, coachwork spotless. Genuine mileage : 43,000. Mk. IX rear lamp assemblies, safety belts, radio. £375. Tel.: CLAughton (Liverpool) 3096 (evenings between 6 and 7 p.m.). [5251

1952 JAVELIN, Series III, black. M.O.T. Good condition. £90 o.n.o. 474, Houghfold Way, Harwood, Bolton. [5252

SWIFT, 1931, tourer. Ideal for spares. M. G. Earle, Alpine Cottage, Seymour Plain, Marlow (Tel.: 4146), Bucks. [5254

FOR SALE—*continued*

1956 AUSTIN HEALEY BN2, absolutely immaculate, Le Mans conversion, high-ratio axle, overdrive, discs all round, and finished in primrose and black, £330 o.n.o. 40, Southward Lane, Mumbles, Swansea. [5253

M.G. TC. Excellent condition. Stage I; beats Sprites. Battery, three tyres, hood, new this year. Resprayed August. Carrier, winkers, etc. Only £150. Blakiston, Officers' Mess, Lulworth Camp, Dorset. [5256

M.G. TF, 1954. Small mileage on factory recon. engine and gearbox. New hood, heater. Superb mechanical and body condition; colour ivory. Expected arrival of stork forces sale. £330. Thorley, Tel.: Howard 4559. [5257

1947 JAGUAR 3½ saloon; passed test. Also MOTOR SPORT, 1950-1963. Offers—Weedon, Wellyards, Hempstead, Saffron Walden, Essex. Tel.: Radwinter 366. [2559

M.G. TC, 1946, dark blue. Recent complete mechanical overhaul and body rebuild. New Vynide hood, sidescreens and battery. Spots, Stage 1A, 600 × 16 "X" rear tyres, luggage rack, heater. Engineer owner last five years. £220 o.n.o. Dr. Williams, 19, Bushmead Avenue, Bedford. Tel.: Bedford 66358. [5149

1961 PEERLESS Phase II G.T. saloon. Sports-car performance with armchair comfort for four. Immaculate Italian red, grey leather, black carpets. Anti-roll and o.d. Box No. M.150. [5150

RILEY NINE MERLIN, 1936. Reconditioned steering, brakes, transmission. Engine fair-good. Bodywork going. M.O.T. £25 o.n.o. Wainwright, 25, Oakfield Road, Davenport, Cheshire. [5151

RILEY 6-cylinder Winchester sports saloon, 1933. All original equipment. Unique vehicle restorable to showroom condition. Offers from Riley enthusiasts. Box No. M.153. [5153

ROCHDALE G.T., 1959. 4.7 axle, close-ratio gears, E93A engine with high comp. head, big sump, etc.; Ballamy front suspension and 15-in. wheels with "X"s all round; fitted with many extras including Lucas roof lamp, reverse lamp, lighter, etc. Been used as reliable daily transport by young lady owner last three years who is now buying more dignified transport. £145. Tel.: EDMonton 5131. [5155

M.G. ENTHUSIAST WANTED for restored PA chassis. Two years' work reconditioning. New brakes, tyres, 15" and 19" wheels, teles., king-pins, bearings. New valve gear, polished head, 1¼" S.U.s. Little work to complete. Wings, bonnet, rad., etc. Towable. Day, 113, Gartree Road, Oadby, Leicester. [5157

FOR SALE—*continued*

SPRITE, 1960. Bargain. 24,000 miles, one owner; immaculate condition throughout. Revs., tonneau, heater, screen-washers. Set brand new tyres. Urgent, require quick sale, will accept £340. 6, Eden Close, Rainhill, Liverpool. [5258

VOLKSWAGEN, 1953, de luxe. Good condition, safety belts, etc. £175 o.n.o. 35, Northwood Avenue, Knaphill, Woking (after 6 p.m.). [5260

LOTUS ELITE, 1960. White, unmarked. No race, no rally. 18,000 miles. Second car. £775. Terry Blake, 9, Marcus Road, Dartford, Kent. Tel.: Dartford 25736. [5261

1936 LAGONDA RAPIER Ranalagh d.h.c., black with fawn hood. Excellent mechanical condition, Laystall overhaul to original bore. Good body, hood, tyres, battery, etc. £135. Duckett, Huntswood Farm, Grove Road, Burnham. [5262

£315 O.N.O. WOLSELEY 1500. Riley head, Downton manifold, high-lift camshaft, tachometer, oil thermometer. Recent rebore : pistons, con.-rods, crankshaft, clutch, water pump replaced. Roll-bar front, torque-arms rear; good "X"s; radiator blind, fog/spot. Tel.: Snitterfield 416. [5263

TR SPARES! Black tonneau, hood stick cover, pair aero-screens, alloy sump, anti-roll-bar assembly, set "Ace" Mercury wheel discs, front suspension parts. 67, Pilsley Road, Clay Cross, Chesterfield. [5264

1930 ALFA ROMEO, 1,750-c.c., twin-o.h.c. G.T. drophead. Resprayed, new upholstery; engine rebuilt, etc. Over £140 spent. £165. Box No. M.265. [5265

MORGAN, 1939, S.S. 3-wheeler, MX4 engine. Engine completely overhauled, new pistons, valves and valve springs; complete new clutch assembly; new suspension, shockers, throughout; new 8-in. hydraulic brakes; professionally re-upholstered; body completely dismantled and rebuilt. New windscreens, exhaust pipes, silencers; new battery; completely rewired. 2,000 miles since completed. Immaculate specimen. Overhaul cost over £100. M.O.T. Good tyres. First offer around £170. 63, Victoria Road, Whetstone, Leicester. Tel.: Narborough 2110. [5267

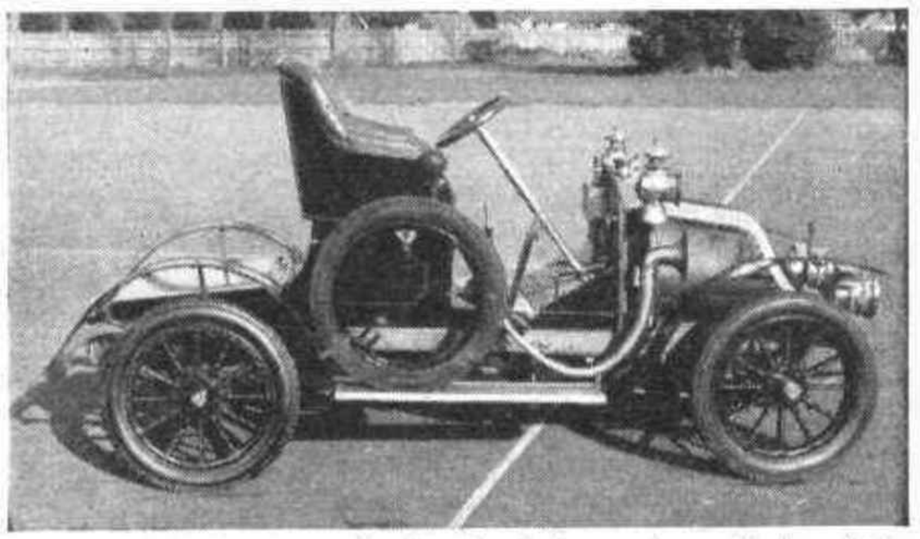
BENTLEY, 1938 (Dec.), 4¼ overdrive saloon, Park Ward. Excellent condition in every respect. Recent major overhaul. A very desirable car at only £375. Bown, "Hiley," St. James' Road, Ferndown, Dorset. [5268

ONE OF THE latest Lancia Aurelia G.T. 2500s made, April 1959. Dark blue. Radio, floor gear-change, wood-rimmed steering wheel, Jaeger instruments; washers. Perfect. £1,050. Hunt, Maurice Road, Seaford, Sussex. Tel.: Seaford 3933. [5269

PAD 2731 **Vintage Autos Ltd.** **PAD 2731**



BENTLEY 3-litre Red Label Speed Model Tourer. By V.D.P. (one of the last built). Recent engine rebuild, new chrome radiator, new all weather equipment, a superb original example of this much sought after model.



RENAULT 1908. Just coach painted and in immaculate original condition.

By the time you read this advertisement we hope to have the following cars in stock—**Every one in immaculate condition :**

BENTLEY, 1938 sports saloon by Park Ward. Recent engine rebuild. 120,000 miles since new. History, etc. Immaculate condition.
A.C., 1924 open 2-seater, 16,000 miles since new, original log book. Condition as new.
AUSTIN 20, 1937 Landaulet, 18,000 miles since new. Condition as new.
ROLLS 25, 1935 sports saloon by Hooper. Engine now being overhauled.
BENTLEY 3½, 1935. 2-door, fixed-head coupé by Barker. Just resprayed powder blue, 80,000 miles. An immaculate example of this very rare coachwork.
ROLLS 25, 1935. 2-door fixed-head coupé by Barker. Recent £600 renovation.
MORRIS COWLEY, 1926 open 4-seater tourer. A very fine original "Bull Nose."
ROLLS Wraith, 1940 Sedanca de Ville by Hooper. Very fine condition.
ALFA ROMEO, 1930 17/50 twin cam d.h. coupé by James Young. Recent extensive renovation.

IN ADDITION TO THE ABOVE CARS WE HAVE A VERY FINE SELECTION OF THE FOLLOWING MAKES:
ASTON MARTIN, B.M.W., BENTLEYS (PRE & POST-WAR), FRAZER NASH, INVICTA, LAGONDA, ETC.

We urgently wish to purchase the following makes of cars but they must be in mint condition :
Aston, Alfa Romeo, Alvis, Bentley, Bugatti, Hispano-Suiza, Invicta, Lagonda, Mercedes, Rolls, S.S.100 and all types of Veterans.
We specialise in the world's most exotic automobiles. All models and makes for sale and wanted, 1900-1960

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20 BROOK MEWS NORTH, LANCASTER GATE, HYDE PARK, W.2

FOR SALE—*continued*

MERCEDES 220, 1952. Reg. 1958. Taxed. L.H.D. Heaters, radio. A real car at a realistic price. £150. "The Platt," Brook, Ashford, Kent. [4927

EXCELLENT ASHLEY G.T. Ford Ten-based, 1960 registered. Well appointed, with spare engine. About £150. 39, Braemar Road, Lillington, Leamington Spa. Tel.: 22971. [4928

LANCIA AURELIA 2500GT, Series 3. Regd. 1959. R.H.D. Engine completely rebuilt by Lancia specialist, including rebore, new rods, Vandervell shells, etc. 26 m.p.g. Usual extras such as floor change, Nardi steering-wheel. £575. Seen London and Farnham, Surrey. Tel.: Farnham 6074. [4929

A.C., 1951, saloon. Exceptionally sound and reliable. A.C. works receipts. Any trial. Nearest £140 secures. Tel.: Fitzroy 1800 for details. [4930

OUR WELL-KNOWN racing 1930 4½ Bentley reluctantly offered for sale. Excellent road car. For performance see May MOTOR SPORT. £450. M. J. Bradley, Shipton Road, Shipton-under-Wychwood, Oxon. [4996

A40 SPORTS, GD3, 1953 model. Original alloy body by Jensen. New p.v.c. hood and tonneau. Twin S.U. and single Zenith full conversion. Well shod. M.O.T. Lovely condition. Offers. Forester, 16, Argyll Road, Normacot, Stoke-on Trent. [4998

1931 RILEY NINE 2-seater. Many mods. £100. Sheppard, 7, Undercliff Road, Bournemouth. [4999

1932 RILEY NINE Monaco. Retrimmed, rewired. £39. Tel.: SEV 5485. [5000

RILEY MENTONE, 1933, 12/6, in excellent order mechanically and bodily. Crash box. M.O.T. until August. A car for the enthusiast. £35. 5, Friarage Terrace, Northallerton, Yorks. [5001

LUGGAGE RACK for M.G. TF, as new, £5; also half tonneau 25s. and manual 15s. Tel.: Reading 71820. [5002

ALVIS TA14, 1948. Duncan body. Excellent condition. Recent engine overhaul. £175 o.n.o. 16, Knab Croft, Sheffield, 7. Tel.: 53760. [5003

1951 RILEY 2½, black. Company property; one driver. Michelin "X" all round (two new), new exhaust system, brakes relined, new battery, all past nine months. £105 o.n.o. 80, Forest Road West, Nottingham. Tel.: 76488. [5004

1934 M.G. J2 and spares. £40 o.v.n.o. Please Tel.: Derby 22928 (evenings). [5005

LIGHT FIFTEEN, registered 1956. Resprayed. New trim, carpets, five tyres, battery. Washers, fog-lamp, reversing light, luggage rack, leather upholstery, bucket seats. Well-kept, reliable. £165. 5, Imperial Road, Huddersfield. Tel.: 5459. [5006

FIAT BALILLA, 1935, P.V.T. 2-seater sports, 1,000 c.c. Rare car, completely restored, excellent condition. Offers. Heaton, 4, St. Stephen's Road, Birkenhead. [5007

LANCIA APRILIA, 1939. Somewhat tatty, but mechanical parts in good condition; several spares. £25. Styman, 47, Tregelles Road, Hoddesdon, Herts. [5008

BENTLEY 3½-LITRE, 1935, unusual and attractive drophead coupé by Park Ward. Mechanical history. Very presentable. £300. Tel.: Burgh Heath 336 (Surrey). [5009

3-LITRE LAGONDA, 1932, open 4-seater. Exceptional condition, overhauled. New hood, tonneau, tyres. £250. 26, Tanners Close, Wootton Bassett, Wilts. [5010

TR3A, 1960, white body, soft-top, tonneau cover, black hard-top. Michelin "X"s (three new), overdrive, heater, seat belts, luggage rack; under sealed. One previous owner. Not raced, rallied, pranged. Mechanically faultless, paint and chrome mostly good. 40,000 miles. £525. (Herts.) Box No. M.011. [5011

SPORTING GENTLEMAN'S CARRIAGE. 1954 Lagonda 3-litre 2-door Tickford saloon. Aluminium body. Comfort plus performance. Offered at realistic price of £450. 39, Clifford Road, Barnet. Tel.: BAR 6535. [5012

ALVIS, 1934, FIREBIRD saloon, sliding head, sound order. A.O.C. member. £75 o.n.o. 8, Queensway, Burnage, Manchester. [5013

BENTLEY, 1934, 3½-LITRE Park Ward saloon. Very sound throughout. Must sell, emigrating. £150 o.n.o. F. R. Partington, Chemistry Dept., The University, Manchester. Tel.: ARD 3333, ext. 316 (day). [5014

SUPERB RAILTON Straight-8. Recently recellulosed and majority of metal parts rechromed. Spare engine and innumerable spares. M.O.T. certificate. Taxed and insured. £100 o.n.o. Apply: Taylor, "Eastville," Bath Road, Stroud, Glos. Tel.: Stroud 504. [5016

SPACE FRAME, Space Frame. Professional jib built, all brazed square tube, space frame with body, and plastic nosepiece. Similar to Lotus. C/w. i.f.s. units. Fitted rear axle, Panhard/radius rods, hydraulic brakes; takes 15-in. wheels. Another similar, but lower, suitable for G.T. or sports body. G. Fleming, 16, Queen Elizabeth's Walk, Wallington, Surrey. Tel.: WALL 9986. [5017

M.G. TF. Excellent condition. Green. Recent complete overhaul of engine and clutch. Two tonneaux, luggage rack, wing mirrors, reversing light. Quick sale. First offer over £310. Tel.: Mogador 2689 (Surrey). Away over Whitsun. [5018

FOR SALE—*continued*

XK120 SUPER sports, 1951, cream, original condition. Good "X"s. Enthusiast maintained. New hood, sidescreens, workshop manual. £235. Owner emigrating. Doherty, Parkhill, London Road, Bagshot, Surrey. Tel.: Camberley 3421 (day), Ambassador 4761 (evening). [5019

RILEY 1.5. Red/beige 1959 model, reg. Nov. 1958. Interior, body, mechanics, in first-class condition. New C41s, Exide battery. Brake booster, roll bar. History known. Mileage 44,000. H.P. available. £435. Tel.: Byfleet (Surrey) 41713. [5020

TR2, 1956, red, superb condition throughout. Works hard-top and screens, soft-top, tonneau, five good "X"s, washers, heater, etc. Recent new clutch, overhauled gearbox and all accessories. £350 o.n.o. Butson, 1, Whitchurch Road, Cardiff. Tel.: 25931. [5021

1955 TRIUMPH TR2, immaculate, Silverstone grey, black hood, red upholstery. Host of extras, heater, screen-wash, wing mirrors, safety belts, clock, stainless beading, TR3 grille, Marchal headlamps, Michelin "X," fog-lamp, etc. Bargain, £279 o.n.o. Wanted: Land-Rover. Elliott, Tye Cottage, High Easter, Chelmsford. Tel.: Good Easter 261, or Gt. Dunmow 12 (business hours). [5022

1935 R.-R. 20/25 Hooper limousine. Many extras, spares. Excellent condition. Commuting forces sale. £320 o.n.o. Holderness, Rochford Hospital, Rochford, Essex. [5023

1928 HUMBER 14/40 Weymann fabric saloon. Superb original condition. Genuine mileage 75,000. Believed last remaining example. New paintwork in mole and black. Tyres, battery, excellent. Offered again owing to default by previous purchaser. Seen Harrow. £160. Tel.: Emberbrook 5027. [5024

CITROEN LIGHT FIFTEEN, 1948. Excellent condition throughout. Recent engine overhaul, respray—dark metallic grey. £110. Manley, Lumber Lane, Burtonwood, Warrington. [5026

ASTON MARTIN, 1937, 2-litre tourer—long chassis. Fitted reconditioned DB1 in 1958. Winner, Taylor Trophy (roadworthiness). Four new tyres, new battery. M.O.T. cert. Price £310. West, Forge House, Penn Street, near Amersham, Bucks. [5027

M.G. TD, 1953. Red. £275. Generally immaculate—for further proof Tel.: Stockbridge (Hants) 172. [5028

SPRITE Mk. II, 1961. Only 16,000 miles. Tyres, carpets, tonneau and heater, etc., all in A.1 condition. £420. Tel.: Reading 53533. [5029

FABULOUS ADLER 1-litre, 1937. F.W.D. I.F.R.S. Rebored. Rack/pinion steering, twin S.U.s. Rebuilt, upholstered, sprayed. Heater, radio. M.O.T. £100, exchange large quality car. Shepherd, 17, Shortlands Green, Welwyn Garden City. [5030

1956 M.G.-A. Red. Wire wheels, "X"s, radio, heater, carrier, leather interior, new hood, sliding screens, washers, fog, spot, tonneau. Just resprayed. £350. Chalke, Barford, Salisbury. Tel.: 4914 (office). [5031

LANCIA APRILIA, 1947, Series II, 1,500 c.c. First registered 1961. Recently resprayed. Good mechanical condition except noisy 1st gear. New U.J.s. £145, offer, or exchange. Tel.: Mayfield (Sussex) 3374. [5033

M.G.-A, 1958, convertible, excellent condition, new tyres, recondition engine, heater, tonneau cover, etc. £395 o.n.o. Box No. M.034. [5034

TR3. Blue. Registered 1960. Disc brakes, "X"s. Mechanically perfect, bodywork fair. Any trial. £245 o.n.o. 31, Queen Street, Barrow-in-Furness. [5035

STANDARD AVON, 1935, 9-h.p. tourer. Body reasonable. Requires hood. New sidescreens. M.O.T. certificate. Tel.: Hamilton 2003. [5036

1962 (Oct.) MORRIS-COOPER, 7,000 miles, guaranteed, undersealed, yellow/white. Push-button 2-speaker radio, fog, spot, reversing lights, leopard-skin covers, mirrors, tachometer, safety belts. Registration 1 AFR. £539 o.n.o. Moffat, 200, West Park Drive, Blackpool. Tel.: 61827. [5037

8-LITRE BENTLEY, Hooper touring limousine, superb condition throughout. Engine, brakes, all mechanical parts rebuilt and restored during past two years. Full details on request. Taxed, M.O.T, £750. View by appointment, write, Miles, 30 Bedford Street, Woburn, Bletchley, Bucks. [5038

FOR DS CITROEN: Ali. cylinder head and ignition set complete. All perfect. £20. Taylor, "Willow Close," Whitehall Road, Sale, Cheshire. [5040

ROLLS-ROYCES for sale due to lousy winter on farm! Phantom III touring car, engine overhauled, needs new hood and sidescreens £595. '34 Phantom II Gurney Nutting Owen drophead, 3-position hood. Reconditioned engine. New cellulose, hood, chrome, etc. Phantom I 2-door pointed tail touring car in immaculate condition. Twenty 4-door touring car with double cowl. Show car. Twenty Southern Motor Co. replica overhauled and repainted etc. Box No. M.932. [4932

A.C. SPORTS TOURER, 1951. Red, white upholstery, radio, heater. Beautiful, distinctive thoroughbred. Exhilarating performance. £175. Tel.: GRE 4287. [4933

FOR SALE—*continued*

SPRITE REV.-COUNTER cable gearing £3 10s. Wanted: Shorrocks Blower for Sprite. Would exchange Twin S.U.'s, Manifold and small amount of cash. 169, Hughenden Road, St. Albans, Herts. [4935

IDEAL P.V.T. Sports Saloon—Riley Kestrel-Sprite. Entirely original, 53,000 miles. Rebore, regrind, 3,000 miles ago. Could come South by arrangement. £150. Details and photo from Lawrence, Brewery House, Midcalder, Midlothian. Tel.: 467. [4936

MORGAN SUPER SPORTS, 1933., W/C. 990 c.c. Matchless s.v. £100. D. B. Lang. "Elmcourt," Wood Lane, Neston, Cheshire. Tel.: Neston 2576. [4937

WILD EXCITING beast requires taming by man. Frazer-Nash B.M.W. 2-seater cabriolet overhauled by racing mechanic is now offered at £165. In excellent condition. D. A. S. Davis, 9, Temple Market, Weybridge, Surrey. [4938

JAGUAR XK140 s/sports roadster. Finished in Carmen red with all new chrome, and matching interior. A late 1956 car with heater, radio, twin spots, washers, wheel trims, etc. Car is in perfect condition. Engine overhaul, new Dunlop RS5's. Bills to show. £360 o.n.o. Mitchell, Appletree Cottage, West Mersea, Essex. Tel.: evenings after 7 2229. [4939

SHORROCKS SUPERCHARGER for Sprite. 2,000 miles only. Complete. £27 10s. Also sliding sidescreens £3 pair. Morgan, 9, Harbury Road, Carshalton. Tel.: Wallington 5569. [4940

TWO B.M.C. 15-in. wheels fitted with Pirelli Cinturas. £10. E.B. fibre-glass body £25 o.n.o. Hey, 14, Woodlands Drive, Fulwood, Preston. [4941

SUNBEAM TOURER, 1926, 23.8 h.p. V.G.C. M.O.T. Good tyres. £175 o.n.o. 6, Tilecotes Close, Marlow. Tel.: 4225. [4944

1963 DAIMLER STRAIGHT EIGHT "D"-back limousine by Mulliner. Very good original condition, good tyres, re-trimmed, perfect coachwork. M.O.T. £145. 2, Park Way, Rickmansworth, Herts. Tel.: 3072. [4945

TALBOT SALOON, 1935, first-class condition, property late husband since 1945. Must regretfully part with at £50 o.n.o. Mrs. Fisk, 20, Chelsworth Avenue, Ipswich. [4946

AUSTIN 750 SPECIAL, incomplete. Further details, and list of numerous spares. Box No. M.951. [4951

M.G. TC. Red. Body and paintwork excellent. Goldseal engine, chrome luggage rack, 16 in. rears new tyres, new: p.v.c. hood, wheel bearings, windscreen motor, continental horns, 60-Watt sealed beams, dash and interior. Brakes relined. £210 o.n.o. Lock. 79A, Broadway, Wimbledon, S.W.19. Tel.: LIB 5731. [4952

ALAS! I MUST PART with my wonderful 1953 Bristol engined Frazer-Nash "Targa Florio". This much sought after car is in first-class condition. Genuine reason (low oil pressure) forces sale. £550 o.n.o. Tel.: Fair Oak 404 Southampton. [4953

TWO BLACK BUCKET SEATS Connel type C6. £8 o.n.o. Collins, 38, Carrick Knowe Road, Edinburgh, 12. [4954

Mk. I SPRITE BONNET, green, chrome grill, bumper, complete. Good condition. £17 10s. Green. Tel.: MOU 7396 after 7 p.m. [4955

A35 SPEEDWELL, beautiful condition, engine excellent, special brakes. Green. Tel.: MOU 7396 after 7 p.m. [4956

JAGUAR 2.4 AUTOMATIC. S/E., radio, heater, 9.1 pistons. New gearbox, shock-absorbers, 42,000 miles. B.R.G. Engine reconditioned at 35,000 miles. Very fast and economical car in excellent condition. £550 offers? Tel.: Goring-on-Thames 84. [4957

SUNBEAM RAPIER CONVERTIBLE, 1959. Two owners, 30,000 miles. Heater, new tyres. Blue/white. Good condition. Bargain £415 o.n.o. Tel.: Goring-on-Thames 84. [4958

FAIRTHORPE ELECTRON MINOR. Twin-carb. Triumph engine, 9,000 miles only, as new, £399. Delivered to any part of country. Brannen, 53, Seatonville Road, Whitley Bay, Northumberland. [4959

ALEXANDER CONVERTED Super Minx, 1962. Foam white, 9,000 miles, power brakes, many extras. £655. Tel.: Byfleet 43809. [4960

M.G. TC, 1948. Overhauled and resprayed. Full M.O.T. Attractive genuine thoroughbred excellent value. £145. Catton Grange, Norwich. Tel.: 46862. [4961

MERCEDES-BENZ Sports Model 230, 6-cyl. Full M.O.T. Independent suspension, hydraulics, astounding comfort and performance. £85. Catton Grange, Norwich. Tel.: 46862. [4962

DELLOW 1951. Excellent condition. New battery and starter. Twin carbs., 4-branch exhaust in daily use. £125 o.n.o. Tel.: Penn (Bucks) 3382. [4963

B.M.C. 1,500 c.c. engine complete, excellent order, one careful owner, still in car therefore any trial. £20. Box No. M.965. [4965

105E ANGLIA SALOON, 2 new 4-branch manifolds. in./exh. combined. Metal sprayed. 1-in. or 1¼-in. inlet pipes. First £11 10s. each. Tel.: Sheffield 37150. [4967

Box No. Address: "Motor Sport," 15-17, City Road, London, E.C.1.

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ROLLS-ROYCES

THE REAL THING—not a sedanca or a limousine, but a true owner/driver sports saloon Phantom III, 1937 Series. Coachwork by Arthur Mulliner. One owner from new, 117,000 miles, solid tappets. Maintained entirely by Hythe Road and local Rolls-Royce Agent. Grey with grey interior. An absolutely outstanding specimen. **£1,150**

AN OUTSTANDING 20/25, 1935 Series, with Hooper sedanca coachwork. Black with Claret panels, maroon hide interior. Immaculate bodily, first-class machanically. **£850**

25/30 1938 Series, Rippon owner/driver swept-tail saloon. Sold by us four years ago and in extremely nice order both bodily and mechanically. **£385**

20/25 1935, G.O.H Series, sports saloon by William Arnold with projecting boot, extremely attractive lines. Believed two owners only and in extremely nice order throughout Grey with Brown hide, radio and heater **£375**

20/25 1937 G.T.K. Series, full 7-passenger swept-tail limousine by Crosbie and Dunn. In first-class order throughout. **£245**

20/25 1932 Series, Carlton 4-seater Convertible. Pretty body, good chassis, good interior and hood, but paintwork only average. As it is **£500**

20/25 1936 Series, fixed-head 2-door, 4-seater coupé. Stylish lines but unknown coach builder. Good chassis, fair interior. Needs painting and minor body work, hence realistic price. **£195**

BENTLEYS

4¼-LITRE, 1939, M.X. (Overdrive) Series, Park Ward Sports Saloon. Minor rust on coachwork, but tidy with radio and heater and a very fair chassis. Offered at the extremely realistic price of **£225**

4¼-LITRE, 1938, K.U. Series, Gurney Nutting Razor-Edge, 4-door sports saloon. A most attractive and outstanding car in every way and closely approaching *Concours* condition. **£550**

4¼-LITRE, F.S. Series, late 1930, 2-seater with rounded tail. Unknown coachwork, possibly Corsica. " Heavy crank " engine, first-class weather equipment. An extremely good Vintage Bentley on which a good deal of money has recently been spent. **£650**

Mk. VI, 1948 Standard Steel. Very fair coachwork, no rust. Sound, but not outstanding mechanical condition, hence realistic price. **£295**

WE ARE NEGOTIATING for a one-owner 1939 DL Series P3 with special limousine coachwork, also a 20,000 miles one owner 1951 Wraith with Mulliner Razor-Edge coachwork. Also a 1950 Bentley with Mulliner coachwork.

ALVIS 3-litre T.A. 21 saloon, 1952. Excellent mechanically, very fair coachwork. **£165**

ASTON-MARTIN 1935, Mk. II, 1½-litre long chassis d.h.c. In very fair all round order. **£195**

DAIMLER CENTURY Sports Saloon, 1955. Moderate mileage, Stratstone-maintained. Black and beige with beige interior. An outstanding specimen of a model which has much to recommend it both as to quality, style and performance. **£345**

HEALEY-NASH convertible, 3,800 c.c. o.h.v. unit, overdrive. Extensive work on transmission and chassis carried out by us, and car in very good order throughout. **£235**

LAGONDA L.G. 6, 1939 Sports Saloon. Black with beige interior. Minor paint blemishes but otherwise an excellent car both mechanically and bodily. **£265**

LAGONDA L.G. 45, 1936, pillarless sports saloon. Again not completely immaculate, but a first-class car. **£165**

LANCIA AURELIA G.T. Coupé, 2.5-litre B.20. Registered '60 (early '54 Series). Floor change, Borrani wheels. In really first-class order throughout. **£495**

SUNBEAM 2½-litre Mk. IIIA, 1956. Grey and blue. Far above average with overdrive, radio, rev.-counter, etc. **£325**

RARE VINTAGE VAUXHALL 1930 20/60 Hurlingham 2-seater. Highly original, recently repainted and a very sound specimen. **£250**

VETERANS: We are prepared to consider offers for the very fine ex-Sword 1914 OPEL 7-litre, 6-passenger tourer, now undergoing final painting.

We regret that no overseas enquiry can be entertained in respect of pre-1918 cars.

All vehicles sold as in running order will carry a M.O.T. certificate.

Hire purchase (with deposits from 25%) and insurance can be arranged on all cars we sell, and part exchanges welcomed.

PAYNES PARK, HITCHIN, HERTS.
Tel.: Hitchin 3444/5

OPEN ALL SATURDAY (SUNDAY BY APPOINTMENT

FOR SALE—*continued*

SUNBEAM ALPINE, 1954. Mk. IIA sports. Perfect condition throughout, low mileage. Fitted many extras, including heater, twin spots, wing mirrors, badge bar, Michelin " X " tyres, etc. £245. Private sale, but H.P. could be arranged at £50 deposit, etc. Tel.: Nottingham 248104 after 6 p.m. [4966

M.G. TF. Laystall Lucas head, wire wheels, new hood, " X "s. Excellent condition. £350. Hales, 17, Broadway, Custard Wood, Wheathampstead, St. Albans, Herts. [4968

1959 BERKELEY 492. 4-wheeler sports car. Engine requires attention. £130 o.n.o. Stringer, 132, Barford Road, Hunts Cross, Liverpool, 25. [4969

MERCEDES 220B CONVERTIBLE, cream/red leather, 1953. Reg. 1961. L.H.D., Becker radio, heater, extras. Engine overhauled 1962. Handsome, luxurious, reliable, watertight, 23 m.p.g. £260 or offer. Tel.: CHA 1680 extn. 1373 daytime or VIC 7713 evenings. [4970

SUPERCHARGED SUPER TWO, E93A, £220. S.A.E. details. Maclean, 2, Grasmere Avenue, Orpington, Kent. [4971

LAGONDA COUPE. 2½-litre, 1951. Beautiful car. Bargain £165, Lichfield Road, Walsall. Tel.: Walsall 28367. [4972

XK120 ROADSTER, exceptional 1951 model. B.R.G. Not bent, good " X "s. £160 o.n.o. 6, Ladywell Road, Berwick-on-Tweed. Tel.: 6537. [4973

DELAGE D8-SS, 1932, 4-seater coupé, 2-door, Figoni wire wheels. £160. Jaguar front axle wire-wheels. Potton Manor, Potton-Sandy, Bedfordshire. [4974

LANCIA AURELIA GT 2500. Sept. 1957, 6th series. Silver grey. Fitted Scintilla, d/c Weber, Michelin " X ", Jaeger Inst, radio, heater, L.H.D. 115 m.p.h., 22.5 m.p.g., over 1,000 miles. Oil normal. Two owners, 47,000 miles. Perfect condition throughout. Sole reason for sale is overseas appointment. £825. Tel.: Didsbury (Manchester) 5095. [4975

1930 4½-LITRE high chassis **Invicta** tourer. £240. Write Box No. M.976. [4976

1935 RILEY FALCON/SPRITE. Bills for over £200 spent in last 18 months. B.R.G. 16-in. rears, good tyres. Genuine 2-seater Sprite block with 1937 head, rebored and linered to standard, crank ground. 4,000 miles since. All bodywork sound. New chrome. £130 or offer. Crook, 7, Church View, Waltham, Lincs. Tel.: 3416. [4977

RILEY PATHFINDER, 1955. Nice car. Excellent body, engine, new battery. £250. Smith, 3, Upthorpe Drive, Wantage, Berks. [4978

BRISTOL 400 G.T. saloon, 1949. Radio, taxed, good example. £185. 118, North Walsham Road, Norwich. Tel.: 47425. [4980

BENTLEY 4¼-LITRE, 1933/38. Ex-works test car, Pillarless saloon. Unused since M.O.T. Cert. 1962. Bills for over £100 last 6,000 miles. £150 o.n.o. Tel.: Oadby, Leics, 3104. [4981

ASHLEY FORD SPECIAL. Saloon, Buckler *spaceframe, new Triumph Herald front suspension,* steering and Michelin " X "s. Can be seen week-ends Scunthorpe Lincs, or evenings Eastham. £175 o.n.o. Townsend, Old Vicarage, Eastham, Cheshire. [4982

MODEL A-FORD (1930). Showroom condition in daily use, all original. Offers please. 50A Steyning Avenue, Peacehaven, Sussex. [4983

FORD SPECIAL. Unregistered. Cream fibre-glass hard-top body. Box chassis. Independent suspension, hydraulic brakes, 90% complete. £200 as stands. Tel.: Crayford 25733 after 6 p.m. [4985

LAGONDA RAPIER, 1935 p.v.t., 1,100 c.c. Abbott tourer. *Mechanically sound, body needs rebuild* by enthusiast. £150 o.n.o. Gomm, " Pyghtle," Wickham Bishops, Witham, Essex. Tel.: W.B.402. [4986

SAVE MONEY, TIME. Brand new, unused special. Superb looking Mistral body already assembled on rockfirm Buckler spaceframe with i.f.s., hydraulic brakes and coil spring/hydraulic shockers all round. Engine, gearbox, transmission, steering all fitted. Advanced stage of assembly affords unique opportunity of acquiring. Definitely D-type look in time for the summer. Cost £350. Yours for £150. " St. Mawes," Littlemeadow Road, Bowden, Cheshire. Tel.: Altrincham 2508. [4987

WARWICK 2.2-LITRE G.T. special equipment Model 1961, 20,000 miles. In immaculate condition. Vacuum discs brakes. Overdrive, etc. 120 plus m.p.h. Sell £750 or part exchange with cash adjustment for an immaculate Classic Sport Car SS. 100 Invicta, etc. Would consider Ford Classic or Mini Cooper. Hire purchase arranged. O'Sullivan, The Cottage, Aike, Nr. Driffield. Tel.: Hull 38224. [4988

1929 RILEY 9 saloon. One owner 30 years. Good original condition. Used daily. Offers. 45, Birkbeck way, Thorpe, Norwich. Tel.: NOR 61T. [4990

1962 TURNER FOR SALE, with 109E engine. Weber carburetter, discs, wire wheels and power brakes, etc. Has only done 6,000 miles as second car, and 3.7 : 1 back axle ensures not less than 39 to the gallon. £600 or offers. Tel.: UPLands 4383. [4991

ALEXANDER CONVERSIONS

Whether you wanted slightly increased performance for everyday motoring or special extra performance for Grand Touring, Rally or Racing — Alexander Engineering can supply and fit a reliable conversion for almost any make of car. Alexander Conversions are designed to give your car improved performance and added safety without increased wear and *Alexander experts will discuss your requirements sensibly and advise you on the equipment you need.*

This month we feature the B.M.C. Mini and 1100 Series

The B.M.C. 'Mini' range is so adaptable to so many different stages of tuning that Alexander offer a basic conversion to start with and then owners can specify extra equipment, depending on their requirements, that will further increase performance up to Formula Junior.

Basic specification

The cylinder head is extensively modified, completely reshaped and highly polished. The ports are also modified, gas flowed and highly polished. The compression is raised to 9.1 : 1. Two 1¼" semi-downdraught S.U. carburettors are fitted on to a specially designed and air flowed manifold. These are fitted with all necessary fuel pipes, throttle and mixture linkages and two non-restriction air filters.

The following equipment will give greater performance :

Entirely differently designed cast iron cylinder head with larger inlet and exhaust valves fitted with Formula Junior springs. Combustion spaces, inlet and exhaust ports are highly modified, polished and air flowed for maximum efficiency. Compression ratio 9.3 : 1.

Special ALEXANDER camshaft.

Complete free-flow 3-branch exhaust system.

With these three items, performance figures increase to :

m.p.h.	Standard	Converted
0 - 40	10.0 secs.	6.4 secs.
0 - 50	16.9 secs.	10.0 secs.
0 - 60	26.5 secs.	14.1 secs.
0 - 70		20.1 secs.

Alexander Engineering can prepare your car for competition in Appendix J Group II.

Mick Clare, driving an Alexander Appendix J Group II Mini Cooper beat the class lap records in 1962 for production saloon cars up to 1000cc at Mallory Park, Snetterton, Brands Hatch.

The figures given above apply of course to the standard B.M.C. 'Mini' range. The Mini-Cooper with a few extra cc's is able to go a bit quicker and now, with the introduction of the new 1098cc B.M.C. 'A' series engine, the Morris 1000 and the A.40 suitably converted become exciting vehicles for competition or everyday transport. We also convert the new M.G. 1100 and Morris 1100; both the new 'big' Minis can be made to travel faster — much faster !

1098 c.c. or 1122 c.c. "BIG BORE"

There is no doubt that there is an exclusive class of Mini Owner who appreciate the extra value of a large cylinder capacity engine whether it is for everyday use or racing. Alexander have now developed a completely reliable 1098 and 1122 c.c. bored out engine.

This conversion gives terrific performance and real " kick in the back " acceleration, yet it is docile at slow speeds and a delight in traffic. For the out and out racing driver it can have no parallel if used in conjunction with competition extras. We carry out these special conversions at Haddenham but, if cars cannot be brought to us we ask customers to send us their stripped cylinder blocks for boring and piston fitting by our Racing Specialists and fitters. We shall then endeavour to return the machined blocks together with pistons in the minimum time.

Maybe you would like to improve the performance of the car you already own — or may we show you how it can pay you to buy an already converted car.

If your car is listed below, tick the model, tear out this advertisement and write your name and address in the margin. We will send full details of the different stages of tune available by return, also the name of your local authorised agent.

AUSTIN Mini, Cooper, and all 4-cylinder models
FORD All models, except Zephyr & Zodiac Mk. III
HEALEY Sprite Mk. I and II
HILLMAN All o.h.v. models
HUMBER Sceptre
M.G. All models from 1953
MORRIS 1100 and all models from 1953
RILEY 1.5, 4/68, Elf, 4/72
SINGER All models
STANDARD 8 and 10
SUNBEAM All models
TRIUMPH 948 c.c., 1200 and Vitesse
WOLSELEY 1500, 15/50, 15/60, 16/60, Hornet

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Thame Road, Haddenham, Bucks. Tel.: 345/6
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1a Caroline Street, Birmingham, 3 CEN 0665

Box No. Address : " Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

RILEY LYNX-SPRITE 12/4. Little used since engine rebuild. Twin S.U.s, Vertex Scintilla; new hood; re-upholstered throughout; resprayed, chromed. £135. 42, Merrilocks Road, Liverpool 23. Tel.: GRE 3527. [5152

JAVELIN DE LUXE, 1953, metallic green. Radio, heater; new tyres. M.O.T. £120. 9, Gossops Green Lane, Crawley. Tel.: 20642. [5154

ASTON MARTIN, 1933, 1½-litre tourer version of saloon, rare model. Same chassis as Le Mans L.C. but body some 6 in. higher. Mechanically and bodily is well above average condition. M.O.T., taxed. Black. £200. M.G. TC, 1947, just completely overhauled, bills available. New tyres, battery, steering-box, carburetters, instruments. Works reconditioned engine 6,000 miles back. Mechanically excellent, bodywork reasonable. M.O.T. Green. Owner wants garage space for Frazer Nash. £250. Hobson, West Lawn, Lydd Road, New Romney, Kent. Tel.: 2302. [5160

A.K.S.-BODIED FORD Special, 1961, 1,172-c.c. engine, h.c. head, twin 1¼-in. S.U.s, o/s. valves, lightened flywheel, close-ratio gearbox, 4.4 : 1 rear axle, i.f.s., 15-in. wheels, "X"s, wood-rimmed s/wheel, etc. Mileage 8,500. Cost £550. Photo on request. Brown, 118, Crawford Street, Motherwell, Lanarkshire. Tel.: 2638. [5161

AVON STANDARD, 1930, sports. Immaculate condition. Incl. new hood, battery, rebuilt engine. £135. Tel.: FREmantle 7847 (evenings). [5162

LANCIA AUGUSTA, 1936, black saloon. Recent complete engine overhaul, respray. New tyres, wheels rewired, freewheel. Bargain, £85. (Can be re-imported to Britain.) Leeman, Castlebar, Ireland. [5163

£125—GENUINE BUCKLER sports/racing 2-seater, 1956. 100E, usual mods. Hood. Crank just reground. Aluminium body; good appearance. Tel.: GIP 3749 (after 7.30 p.m.). [5164

VINTAGE MORRIS OXFORD, 1931. Exceptional condition; Car Show plaque 1961. M.O.T.; insured. £35. 309, Firtree Road, Epsom. Tel.: BX5 1244. [5166

TC, 1947, maroon, in generally good condition. Aeros, tonneau. Must sell, therefore only £100, no offers. Sherman, Joe Farm, Smeeth, Ashford, Kent. Tel.: Sellindge 2170. [5167

ASTON MARTIN, 1938, 2-litre short chassis, DB1 engine, recently overhauled. Excellent p.v.c. hood, sidescreens, tonneau; two new tyres. Near *concours* condition. A magnificent P.V.T. sports car. £200 o.n.o. Austin, 292, Higham Lane, Nuneaton, Warwickshire, or Tel.: Atherstone (Warwickshire) 2345 (during office hours). [5168

M.G. J2, 1933. Completely rebuilt mechanically and bodily, respray. New hood; double-dip headlights. M.O.T. £85. Flat 3, 3, Coleridge Road, Crouch End, London, N.8. Tel.: MOU 0459. [5169

SHORROCKS SUPERCHARGER, Herald 948/1200. Genuine sale; accept your carb. and manifold in exchange. £45. Norman, 26, Holmefauld, Scotby, Carlisle. [5170

COLLECTION FOR DISPOSAL. 1926 Humber 9.28-h.p. tourer, very good, £145. Frazer Nash, "chain gang"; engine completely rebuilt, not yet run; 2-seater; £220. 1926 Bentley Speed Model, in bits; good; £175. 1923 Dodge saloon, needs finishing; many new parts; complete; £75. 1876 Twopenny-farthing tricycle, very rare, £30. 540K Mercedes engine, complete most ancillaries; blown, 8-cyl.; £35. Pair of new R.-R. Ghost tyres, 33×5, £10. Pair of new 23×700, £10. Call after 6 p.m. or weekends. S. J. Langton, John's Café, Southgate, Chichester. [5172

MISTRAL SHELL, £20. Red-leaded 1946 Ford chassis with all components, £20, or fitted with flooring, instruments and new low radiator, £35. Tel.: POL 4528. [5173

BRIGHTON CAR. 1904 Duryea, 3-cylinder horizontal transverse engine. Unique motor car with character. Ready for rally season. £700 o.n.o. Stothert, Penny Trees, Delph Lane, Myddleton, Warrington. Tel.: 34086. [5175

FOR SALE or part exchange, Austin Healey 100, 1955. Excellent condition, new tyres, heater, and overdrive. £320 or nearest. Consider part exchange smaller car, Austin Mini preferred. Box No. M.176. [5176

BRISTOL 401. Good condition. Recently checked. £350. Flt.-Lt. Walter, 33, Kirkstone Road, Harrogate, Yorks. [5177

M.G.-A 1600. Blue. Excellent condition. Heater, l/rack, full tonneau, "X"s, spot and rev. lights. 27,000 miles. Genuine reason for sale. £465. 34, The Coppice, Enfield, Middlesex. Tel.: ENF 4720. [5179

1925 AUSTIN 12/4 Windsor saloon, new tyres. M. Hogg, Tel.: Tadworth 3129. [5180

SHORROCKS SUPERCHARGER for B.M.C. "B type" engine. Only 3,000 miles. £45 o.n.o. Tel.: ILFord 5000. [5181

ALVIS TA14. Excellent motor, good tyres. £125. Stella Maris, Hadleigh Road, Ipswich. [5182

M.G. MAGNETTE ZA model, 1956. Low mileage, virtually unmarked birch grey/maroon leather. Grief at parting around £355 due company car. 12, Dalmeny Road, Carshalton, Surrey. Tel.: Wallington 5650. [5184

M.G. TF, 1954. 1,250 c.c. Green. Recent overhaul. Excellent condition. £325. Tel.: MAYfair 6201, ext. 110. [5185

FOR SALE—*continued*

MERCEDES-LEYLAND, 1938, 540K cabriolet B, fitted (1952) Leyland 7.7-litre diesel. 25 m.p.g. M.O.T. Good condition. £150 o.n.o. Box No. M.183. [5183

RILEY KESTREL, 1936, 12/4 saloon. Repainted, upholstered, wired. Manual box, high-lift exhaust cam, engine rebored 17,000 miles. Spares include set wheels and tyres. Beautiful car. Offers over £70. Clive Cam, 31, Richmond Road, Malvern, Worcs. Tel.: Malvern 4368. [5186

BRISTOL 401, late 1952. Transmission and suspension just overhauled by Bristols for £100. New Michelin "X"s. Will reluctantly sell this good specimen for £350. Tel.: Hertford 2982. [5187

LAGONDA RAPIER RANALAGH, 1938, 4-seater tourer, beautiful condition, very original. 10,000 miles since complete rebuild. £180. Skipper, Flat 3, Northgate House, Bury St. Edmunds. [5188

LAGONDA 16/80, 1933, pillarless sports saloon. Good mechanics. Body needs attention. £85. Taylor, 24, Mornington Avenue, London, W.14. Tel.: FUL 7338 (7-8 p.m.). [5189

ROLLS-ROYCE, 1932, 20/25 Mulliner. New tyres, clutch, battery, roof. Runs beautifully. £295. Would exchange Mini van or W.H.Y.? (Devon.) Box No. M.190. [5190

ENGINE-GEARBOX UNIT for Mini. Complete all accessories except dynamo. Negligible touring mileage. Offers over £70. Miss Marshall, Kings House, Tillington, Petworth. [5191

1912 WOLSELEY-SIDDELEY 16/20-h.p. touring car. This vehicle is as recently found, having had one titled owner from new; the rear part of the touring body has been removed and a platform fitted for work on the estate. Mechanically it is in excellent condition. Further details to genuine inquirers. Offers to J. Lott, Springside House, Lyminge, Kent. Tel.: 87289. [5192

BRISTOL 400, 1949, red. Ideal sports/family compromise. Immaculate throughout. Recent complete engine transmission rebuild with Tranco rings, new Vandervell ends, water-pump, radiator, distributor, clutch and 1st gear (free wheel) pinion. Fitted radio, heater, sealed-beam headlamps; all instruments working; good tyres, battery. Total mileage under 60,000; probably best example available. £300. Seen Hickstead Garage, near Bolney, London-Brighton Road. Tel.: Bolney 356. [5194

PRE-WAR AUSTIN SEVEN rally, Beaulieu, July 7th. Why not enter your car? Details from: Studio 750, 35, Commercial Road, Woking. [5195

M.G. NA MAGNETTE, 1936, JB 7522. Bodywork good except rear wheel arches. New hood, five tyres as new. Completely stripped mechanically 1,000 miles ago. New batteries, steering and valve gear, brake cables, lights, etc. Trailer-load spares include two gearboxes, engine. Delivered anywhere in country free, £80 inclusive. Ross, Chapel Place, Dollar, Clackmannanshire. [5196

A.C., 1933 D.H.C. M.O.T., Clagged gearbox, many spares. Post-Card. Stone, Queen Elizabeth Barracks, Stoughton, Guildford. [5204

100 m.p.h. RILEY 1.5. 90 b.h.p., G.T. Suspension, M.G.-A ratios. New "X"s, undersealed, faultless. No competitions. Full history. £375 o.n.o. H.P. possible. 50, Leander Road, Thornton Heath, Surrey. Tel.: THO 4463. [5197

1936 M.G. PB. Brakes and steering overhauled. £120. P. Wheatley, Walton-on-Thames. Tel.: 26525. [5198

LAGONDA 16/80 open tourer. Good condition, resprayed. Unfortunately must go, hence £110. Bartlett, 170, Westbourne Park Road, London, W.11. Tel.: PAR 6649. [5199

M.G. TD. Cream. Gold Seal engine—3,000 miles. Immaculate throughout. £285. Lesser, 33, Cleveland Road, Barnes, S.W.13. [5199A

TRIUMPH RENOWN Razor Edge, sports saloon. Impeccable and mint condition throughout, silver grey, 1,800 c.c., one owner 'til 1963, 4-speed, 48,000 miles. M.O.T. Taxed Dec. £145. Bell, 34, Devonshire Park Road, Davenport Park, Stockport. Tel.: Stepping Hill 3384. [5200

TR2, 1955, hard-top, soft-top, heater, spots, Konis front, new crank, 10,000 miles. Toffee brown, blue trim. £260 or exchange Mini van. Morgan, 13, Kenilworth Road, Leamington Spa. Tel.: 23383. [5201

1926 ROLLS. 20 h.p. engine and steering overhauled. Well shod. Owner-driver saloon almost ready for painting. £135. Box No. M.203. [5203

1955 PORSCHE 1500, just run in at 69,000. Abarth 4-branch exhaust, D.G. seat belts, stork forces reluctant sale. Real motoring for £565. Tel.: Sanderstead (Surrey) 7477, Whitsun or evenings. [5205

M.G. PA, 1936. Engine recently overhauled. New hood, new battery. Good tyres, paintwork needs touching-up. M.O.T. Certificate. £70. 29, Silverdale Road, Tadley, Hants. [5206

M.G. PA, red. Bodywork and engine excellent. M.O.T., taxed. £110 o.n.o. 74, Congress Road, Abbey Wood, S.E.2. Tel.: WOO 4114. [5208

M.G. TF 1250, 1954. Black, reconditioned engine and gearbox 1962, wire wheels, heater, etc. £325. Forwood, Pipe Close, Finch Lane, Amersham. Tel.: Little Chalfont 2272. [5211

LOTUS ELITE, November 1961, Stage 2, Z.F. box and several extras. Mileage 17,000, unraced. An immaculate specimen of this G.T. car offered for £950. Tel.: Marston Green 2381. [5212

FOR SALE—*continued*

BRISTOL 400 .Superb. Recon. engine 7,000 miles ago. M.O.T. £300. Smith, 61, Shooters Hill Road, S.E.3. Tel.: Greenwich 2035. [5209

RILEY ADELPHI, 1937, 15/6. M.O.T. March, 1964. Engineer enthusiast maintained. Original bodywork, mechanically good condition. Maintenance history available. £75. Copsey, 99, Lionel Road, Brentford, Middlesex. Tel.: Isleworth 1034. [5210

RILEY 9 MONACO, 1937. Excellent condition. £75. M.O.T. April '64. Must be seen to be appreciated. Wallbank, 14, Moorfield Lane, Scarisbrick, Ormskirk. Tel.: Halsall 460. [5214

RILEY SPRITE, 1937. B.R.G. Excellent condition. £260. 50, Blackheath, Colchester. [5215

MORGAN Mk. V. Maroon. Registered 20/4/63. Extras. 1,500 c.c. engine, rev.-counter, bumpers, w/rim s/wheel, tonneau, sliding screens, 1,300 miles only. Cost £735 Accept £665 o.n.o. Available 22/6/63. Arnold, Hawkestone, Landkey Road, Barnstaple. Tel.: 2927. [5216

FIAT 600 CONVERTIBLE, 1958. Two owners, full history, excellent condition, fully maintained. Konis. £210 o.n.o. Woodgate, 7, Park Road, Bracknell, Berks. Tel.: Bracknell 1717. [5217

TR3A, REG 16/12/60. Heater, washers, w/wheels, "X"s, 23,000 miles. Excellent. £555. Bosworth, 17, Beeston Fields Drive, Beeston, Nottingham. Tel.: 255446. [5218

TR2, 1955. £220. TR3A 1958 required. Tel.: Derby 58053. [5219

JAGUAR 3.4. Wire wheels, discs, o/drive, Sherwood green/green interior, just decarbed. Five near new "X"s. Forced sale. £395. Terms, 16, Craghill Road, Thackley, Bradford, Yorks. Tel.: Idle 1518. [5220

ROVER 14, 1934. Sportsman saloon. £20. M.O.T. Taxed. Tatty, reliable. 32, Brudenell Avenue, Leeds, 6. [5221

M.G. TC. Immaculate. B.R.G., 16 in. wheels. Stage II reconditioned engine, new hood, steering. £215. Denman, Sedgemoor, North Curry, Taunton. [5222

ENTHUSIAST REGRETFULLY OFFERS 1956 TR3, finished red, black hard-top, red/black interior. Overdrive, recessed spotlamps, wing mirrors, heater, screen washers, reversing lamp, tonneau cover, Mintex linings, rim bellishers, "X"s, occasional seat. 600 miles since engine overhauled (receipt), new exhaust. 33 m.p.g., cruises 100 m.p.h. at 4,700 r.p.m. Never raced or rallied. Purchase of two business vehicles forces sale. £350 o.n.o. Tel.: VAL 7107. 59, Mansfield Road, Ilford, Essex. [5223

M.G. TF 1250 engine, 1954. Works recon. unit. £275 or near. Burnell, 14, Lupton Avenue, Leeds 9. [5224

DAUPHINE HEADLAMPS with shells. New. 50/- pair. Vernon, 5, Cliff Avenue, Loughboro. [5225

1957 M.G.-A. Black, excellent condition, undersealed, heater, screenwashers. 40,000 miles. Hills, Brackman Villa, Howland Road, Marden, Kent. [5226

RILEY 1½-LITRE, 1947. Over £100 spent in last year including rebored engine (3,000 miles)—must sell—just bought R.M.E. Have vast overdraft. £95 o.n.o. Athill, 4, Hitcham Grange, Taplow, Bucks. [5227

25/30 ROLLS-ROYCE Hooper sports saloon. Very pretty and much above average condition. £495. Details Box No. M.228. [5228

T.V.R. GRANTURA Mk. III. October 1962. White. 5,000 miles only. In perfect order. £850 o.n.o. Tel.: Watford 32463. [5229

1959 FORD ZEPHYR. Lowline, o/drive. 10 : 1 gas flowed head. Three 1¾ S.U.'s, Mich. "X"s, s/belts, interior Silent Travel kit and spare Zodiac engine. £450 o.n.o. Willesborough 412. J. C. Knox, Court Lodge Farm, Mersham, Ashford, Kent. [5230

VW, 1958 MODEL. Excellent condition. New tyres, radio, w/washers, petrol gauge, spot. £395 for quick sale. Hemsted, 326, Lunsford Lane, Larkfield, Maidstone, Kent. [5231

RILEY KESTREL 15/6 saloon, 1936. Good condition for year. £90. 3, Lion Fields Avenue, Allesley, Coventry. [5232

1,172 c.c. FORD SPECIAL. £100 on.o. Fast, good looking and well finished. Must sell. Newport, 3, Fortismere Avenue, Muswell Hill, N.10. Tel.: Tudor 6737. [5233

LAGONDA RAPIER, 1934. F/H coupé. Original. £60. Details:— Beesley, "Ganders Green," Wray Mill, Reigate, Surrey. [5234

TR4, 1962. H/top, s/top, overdrive, w/wheels. 12,000. Tel.: Seaham 2279. Newcastle/Tyne 33554 (9.30-6.00). £790. [5235

FAIRTHORPE ELECTRON MINOR, 1960. Needs a good home. Reasonable offer secures. Hall, 48, Bingley Road, Bradford, 9. Yorkshire. Tel.: Bradford 42333. [5236

ROLLS-ROYCE 20/25, 1932, 7-seater Barker saloon. Reasonable condition, new battery, tyres, M.O.T., taxed, insured. £100. Tel.: HAInault 2373 (evenings). [5237

BRISTOL 400. Red., v.g.c., "X"s. Usual extras. Engine 401 Special. 30 m.p.g. Edwards, 100, Lower Road, Fetcham, Surrey. Tel.: Bookham 4593. [5238

Box No. Address : "Motor Sport," 15-17, City Road, London, E.C.1.

FOR SALE—*continued*

MY IMMACULATE and rare 1927 doctor's coupé Rover 16/50 reluctantly offered for sale to true vintage enthusiast. Spare tyres, tools, handbooks. Bills for over £100. Superb vintage condition. £175. Tel.: Walton-on-Thames 21399. [5351

SUNBEAM Mk. III, 1955. Sunroof, overdrive. 31,000. New Michelins. Taxed December. £295. Tel.: Oxted (Surrey) 2489. [5352

ALVIS TA14 d.h.c. sports, Sept. 1949. New M.O.T. Fast, enthusiast's car. £125 o.n.o. 2, Upton Road, Thornton Heath. [5353

1935 RILEY IMP. Cream-green. Enthusiast's car in sound unaltered condition. £300. Also 1948 Bristol 400, black. Rebuilt rear axle. A sleek, sound car with all mod. cons. £200. Both cars M.O.T. certificate. Snowdon, "Redsyke," Chesham Road, Bovingdon, Herts. [5354

MINI MOTORTUNE Therm-electric fan, new, complete unused, £3. Sherwood, Tel.: Greenwich 2571. [5355

CITROEN SIX, 1955, Hydropneumatic. Recently rebuilt engine and transmission. Long, low luxury for £200. 13, St. Peter's Way, Chorleywood, Herts. Tel.: 3030 (after June 5th). [5357

ROLLS-ROYCE, 1934, 20/25 Park Ward. Good order throughout; services by Rolls specialists. £250, no offers. Bennett, 2, Brueton Avenue, Solihull, Warwicks. Tel.: SOL 3359. [5358

FIAT 1100 508C model, 1938, saloon, s/r. Extensively reconditioned. Smart, fast, reliable. £95 *o.n.o., including large quantity spares.* 11, Weald Close, Sevenoaks Weald, Kent. Tel.: Weald 361. [5359

SUNBEAM ALPINE, 1960 Sept. registered. Glen green. Wire wheels, RS5s, tonneau, heater. One owner; maintained in first-class condition. £575. B. Lindon, 97, Broad Lane, Coventry. [5041

SHORROCK SUPERCHARGER for B.M.C. "A" type engines, £45. Holm, The Grange, Tilton, Leicester. Tel.: Tilton 220. [5043

DAIMLER Barker convertible, 1951. Magnificent spring cruising in grey and black for £250 o.n.o. Regret must sell, consider exchange small estate car. Booker, 1, The Green, Glinton, Peterborough. Tel.: Glinton 329. [5044

BENTLEY, 1952 (Sept.). Big bore, small boot, only 16 feet long. Company owned and maintained, full Bentley history. Black, brown hide, immaculate condition, photographs available. £650. Box No. M.045. [5045

M.G. TC, 1949, excellent condition, resprayed B.R.G. Reconditioned engine, new carbs. M.O.T. £210 o.n.o. Markcrow, 12, Highbridge Road, Aylesbury. [5047

LEA-FRANCIS, 1951, alloy-bodied saloon, 14 h.p. Good throughout; £160. Packard Super-Eight ambulance, 1934, £30. Skinner, Gonvena Hill, Wadebridge, Cornwall. [5048

NEW MARKHAM PEASEY Sabre fibreglass body, complete with header tank and radiator. Built for racing. Cost £140. Quick sale, £60 o.n.o. 125, Blenheim Road, North Harrow, Middlesex. [5049

RILEY 2½ saloon, 1948/9. Good condition. Overhauled. View/offers, evenings. Tel.: Lower Shelton 366. Woodlands, Wood End, Marston, Beds. [5050

750-c.c. SPECIAL. Alloy body, fully tuned engine, Stromberg, Alta head, etc.; 15-in. rears, 17-in. fronts, Bowdenex. Amazing performance. Cost £200; sacrifice, £95. Poupard, The Stables, Park Road, Birchington, Kent. Tel.: Thanet 41598. [5053

STUDEBAKER LOWBOY 2-door hard-top, unique imported model, 3.8-litre V8, automatic. 20 m.p.g., 100 m.p.h. £395 o.n.o. Poupard, The Stables, Park Road, Birchington, Kent. Tel.: Thanet 41598. [5054

ROLLS-ROYCE 25/30 Thrupp & Maberly limousine, 1937. Chauffeur driven, 68,000 miles, immaculate. About £365. 12, Lewis Drive, Chelmsford. [5055

LANCIA, 1948, APRILIA. Some faults. No space, must clear immediately. Spares as well. £80. Tel.: Burford 3235. [5056

ROLLS-ROYCE 20/25, 1933, sports saloon by Thrupp & Maberly. Recon. radiator, P.100s. Needs attention to body, hence low price of £100. Partridge, 12, Rock Grove, Olton, Solihull, Warwicks. [5057

JAGUAR 2.4, 1956. First-class condition. Black. Engine completely overhauled. £350. Tel.: Luton 1924. [5058

M.G.-A WORKS HARD-TOP (cost £65). Seven months' use, superb, £40. M.G.-A tonneau, red Vynide, new, £4. Britax belt, £2. Ekco transistorised 12v. car radio, £10. Wanted: Mini tuning parts. Beards, Anara, Latchmore Bank, Little Hallingbury, Bishop's Stortford, Herts. [5059

COTAL ELECTRIC BOX, perfect. Mated A70 engine to Healey Special. Will split. Tel.: Southend 65072. [5061

100E ENGINE: 72-b.h.p. Willment i.o.e. conversion, 9.5 c.r., modified ports, oversize valves, Jeffries camshaft, fully balanced. Twin Solex, special distributor, oil cooler. Cost over £250. £70. Seen near Bristol. 25, Blenheim Road, Caversham, Reading. [5062

M.G. TA, 1937. Red. New tyres. Heater. Good condition. £75. 11, Penn Street, Belper, Derby. Tel.: Belper 3189. [5063

FOR SALE—*continued*

TWIN HS2 CARBURETTERS on combined inlet/exhaust manifold and Servais silencer for o.h.v. Husky or Minx, little used. £14. Tel.: ADD 2398. [5064

1950 RILEY 2½. Completely rebuilt, outstanding condition. £270, near offer. Bishop, 30, Clifden Road, Twickenham, Middlesex. [5065

MORGAN PLUS FOUR. Marriage necessitates parting 1957 drophead coupé in superb vintage maroon/black P.700s, 700 spots, heater, w.w., part undersealed; many extras; low mileage. Well above average prestige transport. £340 o.n.o. Allen, 7, Woodcote Court, 286, Brooklands Road, Weybridge, Surrey. [5066

AURELIA SPARES. All 2-litre engine parts including twin Webers. Box No. M.067. [5067

STANDARD LITTLE NINE, 1932. Excellent body, never repaired from new. Mechanically good. M.O.T. cert. Feb. 1964. Spare engine, gearbox, front and back axles. £50 o.n.o. 61, Derbyshire Avenue, Stretford, Manchester. [5068

SHORROCK SUPERCHARGER for A55 or similar. Low mileage. £40 o.n.o. Tel.: GIP 0490. 121, Alleyn Park, S.E.21. [5069

LAGONDA, 1929, 2-LITRE d.h. coupé. Special body by Park Ward. Good condition. £165 for quick sale. Tel.: Weybridge 45023. [5070

LANCHESTER 12 saloon, 1936, 13,900 miles only. Original paintwork and tyres. Taxed M.O.T. certificate. Immaculate. £250 o.n.o. P. Rainsford, 15, Station Road, Gamlingay, Sandy, Beds. Tel.: Gamlingay 277. [5071

1956 TR2. Green. "X"s, heater. Good condition. £275. Jones, Stoneyway, Walford, Ross, Herefordshire. [5072

TRIUMPH TR2, 1955, hard-top. Factory reconditioned engine. New carburetters and exhaust system. Fitted heater, safety belts, etc. M.O.T. 20/12/63. Mechanically and bodily excellent. £245 o.n.o. 18, Lind Street, St. John's, London, S.E.8. Tel.: TIDeway 3831 (evenings). [5073

ROLLS-ROYCE, 1926, 21.6-h.p. 1938 sports saloon body by Southern. Very good condition. 20 m.p.g. £250 o.n.o. Tel.: Emberbrook 6807 (Esher). [5074

RILEY 2½, 4-seater, 1949. Taxed, M.O.T Good condition, 90+. Sell, £80. Blackwood, 110, Worting Road, Basingstoke. [5075

RILEY KESTREL NINE, 1934. Manual box. Above average condition, many extras and spares. £70 o.n.o. Pearson, Bramley Cottage, Bearsted. Tel.: Maidstone 87011. [5076

ATTRACTIVE black 1947 M.G. TC. Good, sound reliable car with new p.v.c. hood and many extras. Recent M.O.T. £165 o.n.o. Burgin, 52, Mildmay Road, Chelmsford, Essex. [5077

JAGUAR 1½-LITRE. Rebuilt on new chassis. Body completely renovated and retrimmed; transmission overhauled. Re-registered 1959. M.O.T. not required. Positively no body-rot. Little paint touching. Taxed December. Spares: engine, wheels, axles, diff., brakes, gearbox. £75 to good home. After June 5th. 15, Meadows Lane, Saughall, Chester. Tel.: Saughall 461. [5078

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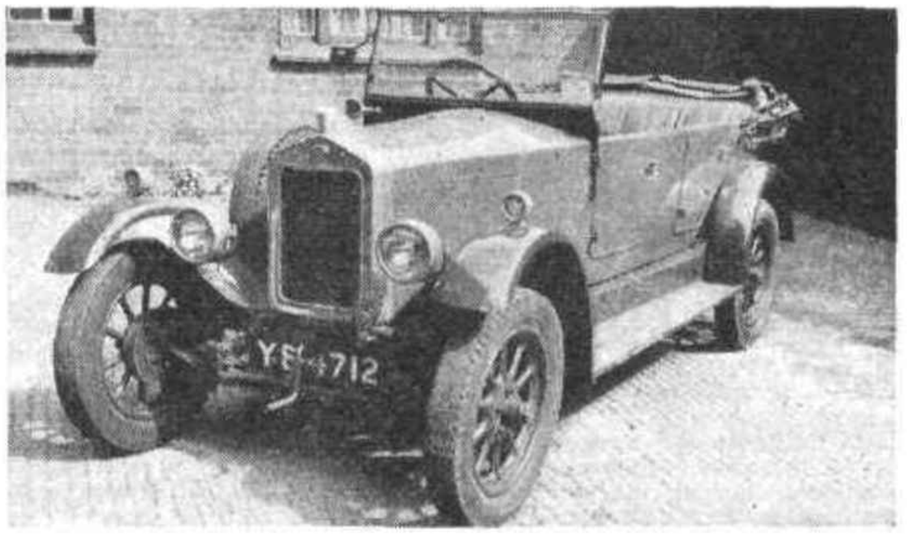
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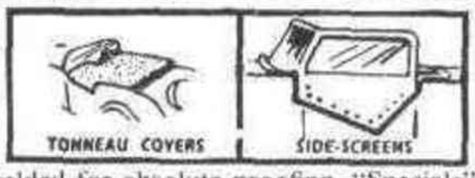
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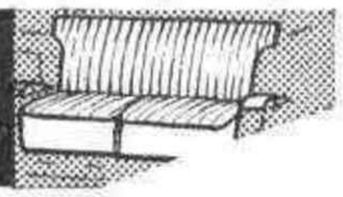
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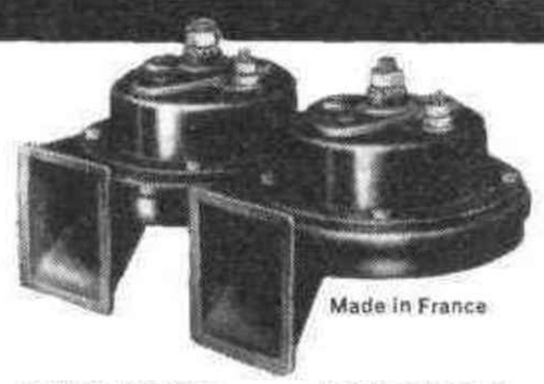
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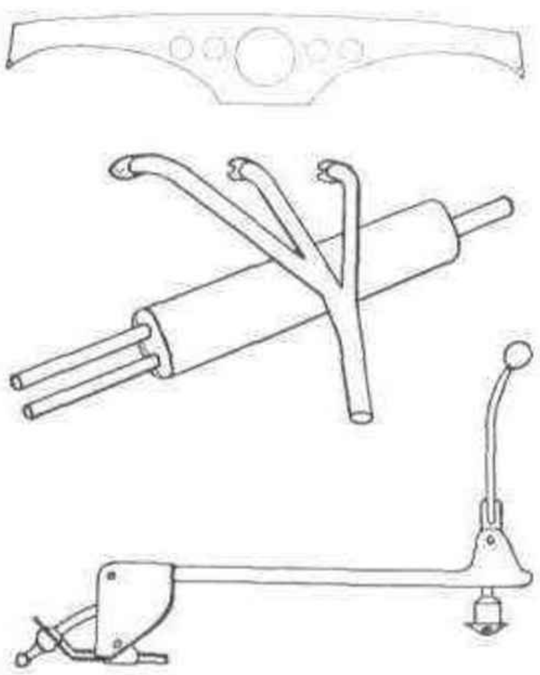
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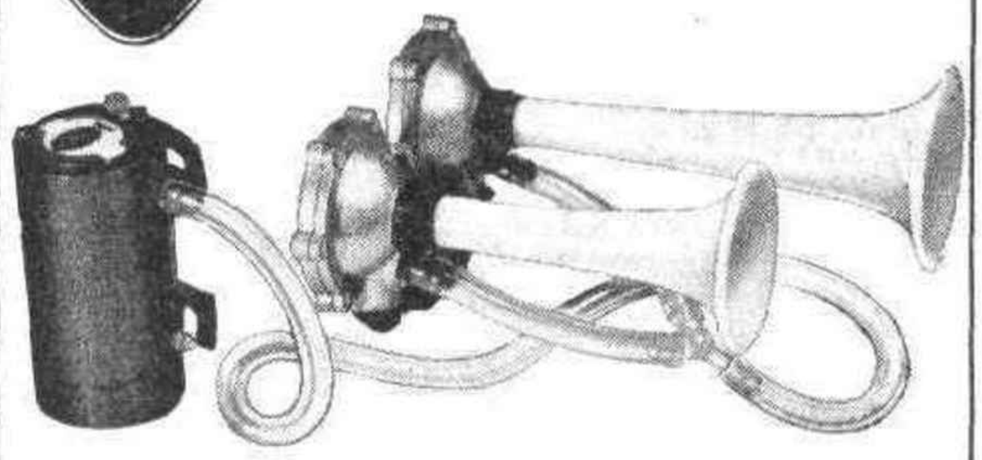
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ASTON MARTIN Mk. II l/c. tourer, preferably in good condition. 59, Old Dover Road, Capel-le-Ferne, Folkstone. [5293

TONNEAU and luggage rack for M.G.-A. Dr. J. Skene, Woodend Hospital, Aberdeen. [5294

BUGATTI/BENTLEY or similar (vintage sports preferred), irrespective condition. Reasonably priced. Also 525/700 × 20 or 21-in. tyres. The Bungalow, Tibberton, Droitwich. [5296

WANTED : SLIDING SIDESCREENS, M.G. TF. Good condition only. Moulton, 18, Broad Street, Ludlow, Salop. [5340

BENTLEY 4- OR 8-LITRE; chassis only preferred, complete car considered. Box No. M.349. [5349

SUPERCHARGER WANTED. Zoller, Centric, etc. Suitable M.G. PB Midget. Harris, 203, Maidstone Road, Sidcup, Kent. [5350

4-SEAT MORGAN. £30 down, £10 month. Clarke, 61, Crouch Street, Colchester, Essex. [5356

EXCHANGES

16/80 LAGONDA, 1932, for TR2 or post-war Morgan. Tel.: Uplands 0031. [4601

M.G. TF, red, good condition. Excellent value at £300 or exchange VW, cash either way. Terms available. Box No. M.602. [4602

EXCEPTIONAL RILEY ROADSTER. The 2½-litre 100 horse-power, 100-m.p.h., open Continental model offered in exchange for baby saloon. New N.S.U. or Fiat preferred. Box No. M.653. [4653

EXCHANGE 1956 M.G.-A for Land-Rover. 84, Beal Lane, Shaw, Oldham, Lancs. [4707

WILL SWAP 6 in. × 2¾ in. green paper (all different numbers) for Model-A or B Ford spares. See "Wanted" columns. [4793

SUPERB Mk. VII JAGUAR (see "For Sale" columns) for good sports car. Cash adjustment. Napier, East Coulton Hall, Market Harborough, Leics. [4785

ROLLS-ROYCE, 1927, 20-h.p. Barker sedanca de ville. 225 guineas, or exchange for Mini van or car, with cash adjustment. Whowell, Hillock Lane, Woolston, Warrington. Tel.: 32692. [4878

M.G. MIDGET, 1962, immaculate. Exchange saloon, Volkswagen, Saab, or? (London.) Box No. M.079. [5079

1960 VW de luxe saloon, in good condition, for Karmann-Ghia *circa* 1958. Cash adjustment. 4, Meaford Avenue, Stone, Staffs. [5042

100E PREFECT, 1957, Carlisle blue, good condition, for 4-seater sports or d.h.c. Anything in good condition considered. Bailey, 18, Rivergreen Crescent, Bramcote Lane, Wollaton, Nottingham. [5141

RAPIER III, 1961, 22,000, discs. £590. Part exchange for Bristol 403 in mint condition. G. F. Ball, 21, Church Road, Thornbury, Bristol. [5158

SEPTEMBER 1960 SUNBEAM Alpine, excellent condition, for interesting pre- or just post-war sports tourer under 3-litres or sell, £550. Whittles Ltd., 1 & 2 Church Street, Preston, Lancs. [5178

EXPECTING? Then why not swap your 2-seater for my 1952 Alvis saloon? Lovely car, very reliable. Greenacres, Belsize, Sarratt, Rickmansworth. Tel.: King's Langley 3117. [5279

ALL-INDEPENDENT 105E-powered Fairthorpe Electron Minor, 1961. 55 b.h.p. motor, 11,000 miles. Many modifications and far above usual standard. Full details to all inquiries. Part exchange small saloon or £395 o.n.o. 6, Byland Road, Nunthorpe Station, Middlesbrough, Yorks. [5300

MISCELLANEOUS

YOUNG LADY CLUB member requires navigator or driver for rallying. Box No. M.585. [4585

MINI REMOTE GEAR-CHANGE, as new, cost £8 5s. Price £4. Ramsey. Tel.: AMB 6347. [4704

PERSONAL ACCIDENT INSURANCE for passengers, also sports-car insurance for mature drivers with good records. P. G. & Co., Ltd., 34, Cater Road, S.E.26. Tel.: SYD 2695. [4739

IMPOVERISHED STUDENT seeks lift to German G.P. or Cologne, etc., about July 31st-August 1st. Not return. Share expenses. Ashton, Woolton Hall, Manchester, 14. [4745

VINTAGE WINE FOR Vintagents!! A free bottle of vintage claret presented to owner of smartest car at our Special Vintage Curry Lunch (9s. 6d. each, special terms to clubs), second Sunday each month. Minimum five cars to qualify. England's most unusual restaurant, the Safari Room, Chideock House, near Bridport. [4751

MISCELLANEOUS—*continued*

J2 ENGINE with clutch, carbs., dynamo, starter, distributor. £10. Foote, Marnhull, Dorset. [4815

TWO STUDENTS require lift; Calais/Boulogne, objective Pescara G.P., August Bank Holiday. 4, Gloucester Close, Petersfield. [4925

RILEY REGISTER, Hertfordshire area, welcomes interested owners of pre-1939 Rileys to monthly Noggin at "The Bull," Wheathampstead, last Fridays, or 'phone Area Secretary, Bill Hylton, Tel.: Harpenden 4890. [4934

VINTAGE SPORTS-CAR drawings. Superb originals. S.A.E. lists. Hughes, Whitegates, Riseley, Bedfordshire. [4964

AUTO-ELECTRICAL SERVICE and tuning for the sports-car owner. Mr. D. Clements, Shipham, Som. Tel.: Winscombe 3203. [5052

CHARTERSPACE EXCURSIONS to Le Mans, Monaco, Reims, Nurburgring. By Jet-flight or sea-coach. From 8 gns. All spectator tickets available. Stamped envelope. Grand Prix Box Office, 254, High Street, Uxbridge. [5092

RAILTON OWNERS' CLUB membership invited and extended to Brough Superior and Hudson owners. Annual subscription 30s. Spares pool and service technical advice. Monthly meetings and monthly bulletin. Annual *concours*, etc., and awards. President, Reed Railton. Information from membership secretary, M. C. Ryan, 158, Wood Lane, Osterley, Middlesex. [5093

HIRE PURCHASE for private transactions. Northern Counties Finance, 143, Boughton, Chester. [5098

WARNING PLAQUES for dashboards, telling passengers that they travel at their own risk. Clarke & Co., Coombe Road, Salisbury. 3s. and s.a.e. [5099

VOLKSWAGEN OWNERS' CLUB (GREAT BRITAIN). VW owners are cordially invited to apply for membership to P.R.O., 25, Bramley Avenue, Coulsdon, Surrey. [5100

AUSTIN-HEALEY CLUB. Austin-Healey and Healey owners please write for membership particulars, free copy of local Centre news sheet and Club Magazine. Regional Centres organising extensive social and competitive programmes. Healey Register for owners of pre-B.M.C. Healeys. General Secretary, Peter Browning, 47, Brampton Grove, Hendon, London, N.W.4. [5101

3.50 × 19 NEW TYRES, 70s., cost 102s. Wanted : A55 10-cwt. pick-up truck, also vintage racing motorcycle. Box No. M.102. [5102

S.S. AND JAGUAR CARS : Wanted, technical and sales publications of all types, covering 1932-40. Send full description, condition and price. Richard Trenk, Technical Editor, Classic Jaguar Association, 1450 Boeger Ave., Westchester, Illinois, U.S.A. [5103

M.G.-A FRONT BUMPER, grille, unused. Cost £25—£15 o.n.o. Clayton, 2, Chiltern Drive, Bury. [5131

INTELLIGENT FEMALE INVITED share motorcycle dual seat and expenses. Scroungers, arty, potential "E" types, don't bother. Stuart Bennett, 148, Oldham Road, Grasscroft, Lancashire. [5171

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ENTHUSIAST BACHELOR SEEKS fair motoring companion, young lady who can fill the seat please write. Home Counties. Box No. M.255. [5255

LE MANS. Weekend air flight by Viking aircraft, *via* Tours—within 60 miles of circuit. Leave Luton 09.30 Saturday, return 21.00 Sunday, 15th/16th June. Luxury coach at your disposal throughout the race. £18 18s. inclusive of air travel, coach and circuit admission. Special reduction or free trip for party leaders with group of 10 or more members. Full details and booking form from Davis Travel Services, 21, Mayfair Avenue, Worcester Park, Surrey. Tel.: Malden 0581 (office); Derwent 1214 (evenings). [5312

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MOTOR HEARSE and Limousine Business on 100-m.p.h. stretch of main road 20 miles N.W. of London, require live man to build up dead trade. Dynamic type also wanted to manage the Wheelwrights' Shop. Box No. M.788. [4788

SITUATIONS WANTED

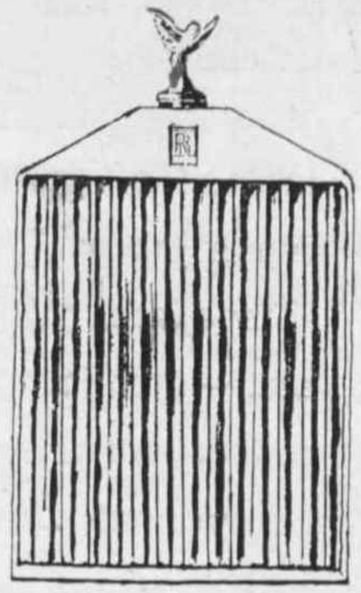
ENGINEER, 24. H.N.C. Seven years in aeronautical and motor industries, experienced in design and testing work, seeks interesting technical or managerial post with small firm, not necessarily motors. Preferably North London area, but would welcome occasional sorties afield. Box No. M.680. [4680

KEEN ENTHUSIAST, 20, good technical education, G.C.E. six subjects, drawing ability, wishes position in Sport, preferably design, willing to study, anything considered. Box No. M.685. [4685

YOUNG MAN, 22, seeks opportunity in motor industry. Preferably including test, demonstration, competition driving or similar. Clean licence. Anything considered. Box No. M.797. [4797

STUDENT, 19, two years' clean licence, G.C.E.s. Requires employment, temporary, permanent, connected with cars. Box No. M.156. [5156

Box No. Address : "Motor Sport," 15-17, City Road, London, E.C.1.

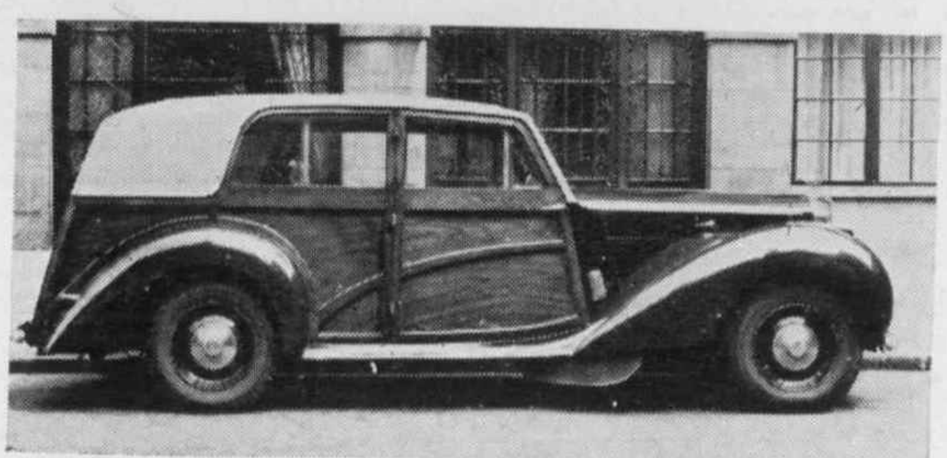


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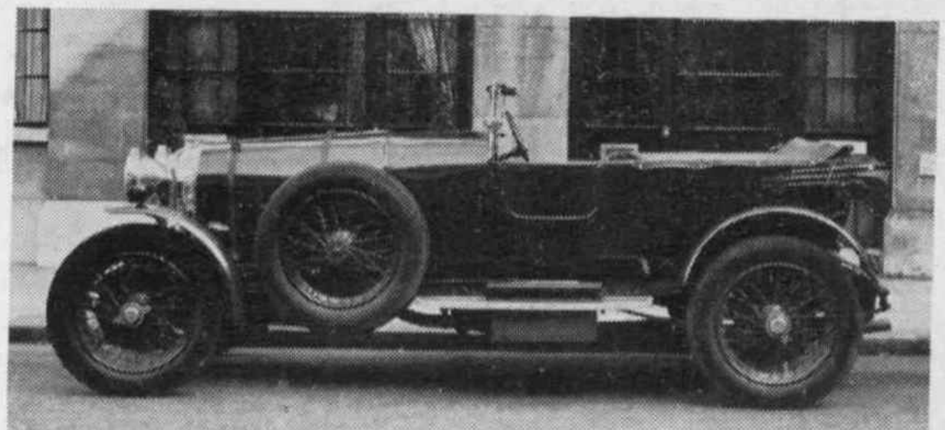
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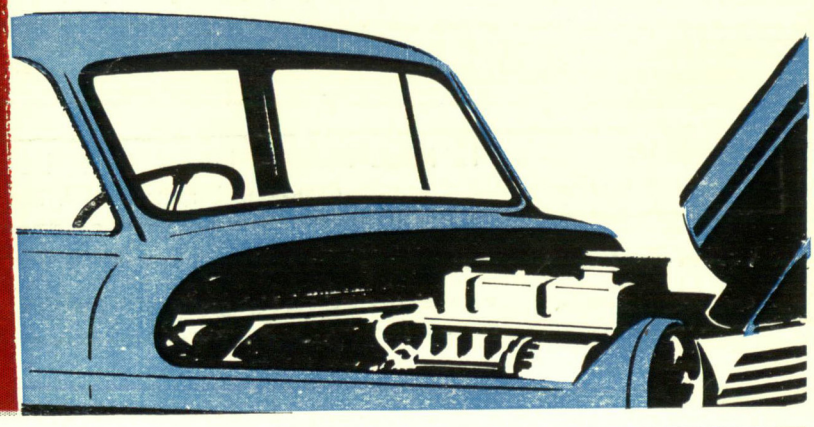
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